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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati .....dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin .....dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo .....dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling .....dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun .....arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo .....dep.	7.47	8.34	11.03	12.07	3.27	5.03	5.37	6.31
Shatin .....dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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LIFE IN OLD CALCUTTA.

THE MIGHTY RETINUE OF SERVANTS.

We reproduced recently some extracts from a most interesting series of articles contributed to the Calcutta *Englishman* giving a survey of life as it was in Calcutta one hundred years ago. In the final article of the series attention is drawn to the great array of servants which those old-time Sahibs considered necesary to their comfort and their dignity. Mr. Cotton also describes the ancient "substitutes for such modern necessities as the ice chest and the punkah.

A great retinue of servants was kept, and the practice, says Sir Charles D'Oyly, has "often been the topic of much inconsiderate censure." But the following picture is not overdrawn. It is taken from the *Oriental Annual* for 1835:

Seated on an easy chair of the coolest construction, one leg carelessly thrown upon a costly morah, the aristocratic civilian smokes his hookah in all the indolent luxury of a temperature of ninety-four degrees. His sirear advances with a profound salaam to receive his orders for the day: the hookah-burdar stands ready to replace the exhausted chillum, the peadah to bear his master's commands wherever he may chose to have them conveyed; and the punkah-bearer to fan him with the broad leaf of the palmyra. Every want is anticipated: all he has to do for himself is to think and as soon as his wishes are expressed they are executed. When he retires to his nightly repose, he is undressed by his obsequious valet, and when he rises he is dressed by the same hand. When he goes abroad he is borne on the shoulders of four sturdy retainers and attended by as many more; or when he chooses to go on foot, covered by a chatta and followed by a host of servitors of various ranks and designations, his walk for pleasure or for exercise is a positive procession.

Many of these domestics have disappeared altogether, and are barely remembered even by their names. The Soontah-burdar was a servant retained only by persons of rank or in office. He carried a short silver baton about two feet long and rather bigger at the upper end where it was ordinarily a little curved like the handle of a dagger and was ornamented with a tiger's face or some such device. The other end was considerably smaller. These batons were formed of solid silver cases filled with rosin. Higher in rank than the Soontah-burdar came the Chobedhar. He carried a straight pole of similar formation as the baton, about five feet long and from three to four inches in diameter, at the top tapering down to about an inch and a half at the bottom where it was armed with a strong ferrule of iron.

DUTIES OF THESE SERVANTS.

Some persons of distinction kept both these classes of servants. It was their business to attend at the hall-doors, to announce guests, and also to deliver and receive notes and messages. They also ran by the side of the palanquin, the proximity which they kept to the person of their master or mistress denoting their rank in the domestic hierarchy. The other servants preceded the palanquin in the same order. Occasionally a Jemadar or head-servant who carried no insignia and who was either a confidential or an old servant ran by the side of the machine and kept up a conversation with his employer.

The wages of these superior servants varied in different parts of the country. A Jemadar might receive from Rs. 12 to Rs. 13 a month, a Chobedhar from Rs. 8 to Rs. 15; and a Soontah-burdar from Rs. 5 to Rs. 10. They generally wore belts of coloured cloth and a breast-plate of silver or brass bearing the initials of their masters' names. Below these men came the hircarrahs or messengers who carried nothing but an iron-spiked walking stick decorated with a cotton tassel, and peadahs or peons (footmen) who carried no sticks. Peons were used to carry local correspondence but the hircarrahs were accustomed to be sent on long journeys.

One or two or even three khitmatgars invariably attended each gentleman's table and were provided with small hand-punkahs or with whisks made of hair, feathers or grass roots with which they kept away flies. It was the practice for one khitmatgar to stand behind his master's chair at meals; and within recent times the khitmatgar always accompanied his master or mistress when they went out to dinner. If Mrs. Fenton, who jotted down her impressions of India in 1827, is to be believed, "The mission in life of the durwan is to search the persons of your friends khitmatgars whenever you give a burra-khana in order to make sure that none of your spoons and forks are disappearing along with them." Khitmatgars received 5 to 10 rupees a month and khansamas (or consumers, as they were called, with a spice of malice) 20 or even 30.

HOW DRINKS WERE COOLED.

Saltpetre was used for cooling liquids and solidifying butters and jellies. This was the work of the Aubdar (Abdar) who, if he were skilful, "could regulate the temperature to an astonishing extent." Decanters were very seldom used and wines were placed on the tables in bottles which were invariably covered with cloth bags kept constantly wet. Claret was the usual drink and also madeira, and an excellent story is told by Captain George Elers in his Memoirs of the consternation he caused on returning to England in 1606. He mechanically seized a bottle of madeira which was standing next to him

(*Continued on next Column.*)

WORKERS' LOST ABILITY TO THINK.

EFFECTS OF THE MASS INFLUENCE.

The members of the Industrial Welfare Society Conference, held in Balliol College, Oxford, on Sept. 14th, listened to a paper prepared jointly by Mr. A. T. M. Flemning and Miss Alice Bennie, of the Metropolitan Vickers Electric Company, Limited, on the subject of "Education in Industry."

The authors stated that the great educational need of industry was to counteract the tendency of modern industrial methods, which so affected the bulk of the workers that they no longer retained mental mobility. The fact of being one of millions of workers in amalgamated unions, the character of mass production, the methods of labour, industrial environment, and in no less a measure the character of the home surroundings, all contributed to this immobile mental condition of the workers.

There should be instruction of a character which would enable the worker to fulfil this duties of citizenship. In order to fulfil this wider function in industry the worker must have a fundamental conception of the principles of economics. If he had this conception he would be able to keep clear of the argument of the agitator who preached fallacious ideas, such as the belief that shorter hours of labour with less effort would minimise unemployment. If the character of the work was monotonous it demanded mental recreation for the worker in out-of-work hours as compensation for the loss of interest in working hours.

Under the mass influence the worker tended to lose his ability to think for himself, and to become non-creative as far as new ideas and thoughts were concerned. In this way he became a willing accessory to any mind more vital than his own, and might readily be influenced by unscrupulous individuals to his ultimate disadvantage.

As to meeting the present-day needs, it must be remembered that the general education of the young worker at the primary school could only be regarded as laying the foundation of his education, which really commenced when he entered industry and was faced with the problem of making for himself a place in the world; and from that point the essence of all educational effort must be to develop his latent capacity. The inculcation of a desire for reading and of discrimination between what to read and what not to read was of the utmost importance.

at dinner and poured about a half tumbler of it, according to custom, into water. "Do you know, young gentleman," said his host, "what you are doing? why, you might as well drink so much gold"!

Massalchis in those days were, as their name indicates, torch-bearers and ran in front of the palanquin. Khelassis who pulled the swinging punkhas received from Rs. 4 to Rs. 5 a month. Lastly, there was the sirear or money-servant who was a "species of house-steward. Gentlemen in India, we learn from Sir Charles D'Oyly rarely or never carried money in their pockets except when travelling and relied upon their sirears to make all purchases and to receive and disburse all money. The pay of the sirear, who was always a Hindu, would be Rs. 10 to Rs. 30 a month and some of them were accustomed to serve without pay on account of the dustoori or deduction of one-sixteenth which it was the rule to give to them upon all purchases.

Mention must not be forgotten of the hookah-burdar, whose business it was to prepare and attend to the hookah and who received from Rs. 6 to Rs. 10 monthly. Some gentlemen, says Sir Charles D'Oyly, even kept two hookah-burdars to attend them by night as well as by day.

LONGEVITY IN BENGAL.

The old notion that the only alternative to making a fortune in Calcutta was to die of a fever is scouted by Sir Charles D'Oyly. He asserts that the best course for a newcomer to follow was "to do as he should find the old inhabitants do and to burn all the instructions which his doctors in England might have given him." He goes further and lays no small stress on the great age to which numbers of European inhabitants have lived in Bengal. "Many of these," he says, "have not been blessed with strong constitutions but by prudence and forbearance have formed, so to say, an artificial stamina which has stood them in better stead than the robust iron habits of the less temperate." "With several the climate," according to him, "has actually proved highly restorative." A fever was, however, to be expected within the first season, and "the severity of the attack will depend on the state of the constitution." This fever was considered as a "seasoner," and fatal effects were "only to be apprehended on the patient disregarding the admonition of his friends and exposing himself to the sun or associating in midnight revels."

In spite of the absence of electric fans and modern methods of sanitation, Englishmen in Calcutta were, as a matter of fact, often long lived. William Cotes Blacquiere, who was for many years Police Magistrate and is said to be the original of the Saviour in Zoffany's picture of "The Last Supper" in St. John's Church, died in Calcutta in 1852 at the age of ninety.

In 1848, four years before his death, there arrive a young man of the name of Robert Belchambers, well known to a past generation as Registrar of the High Court on the Original Side, who spent sixty-five years in Calcutta and died as recently as June, 1913.

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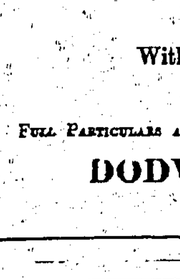

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WORLD'S EXPORTS.

BRITISH INDIA FOURTH ON QUARTERLY LIST.

Great Britain has the highest figures of any country in the world for imports, according to the Board of Trade report dealing with the first three months of this year, which gives comparisons between the trade and commerce of certain foreign countries and of the British possessions.

Figures of foreign countries are based on the average rate of exchange and some big figures are disclosed. Import, during the three months into the countries selected for return are headed by Great Britain with £262,450,000 and U.S.A. with £221,345,000. It is a curious fact that the figures for imports into France and Germany are almost identical. They are: France £108,804,000, Germany £108,766,000.

In the matter of domestic exports for the first quarter of this year the United States came first with a total of £251,801,000 and Great Britain was second with £193,313,000. France exported goods to the value of £116,789,000. British India (by sea) came fourth with £78,639,000 and Germany fifth with £74,607,000.

FULL WORK FOR WAGES.

MINISTER'S PLAN FOR BRITISH TRADE RECOVERY.

"I do not believe we can find a complete remedy for unemployment, within the limits of the existing industrial system," said Mr. William Graham, M.P., Financial Secretary to the Treasury, at Sheffield last month. He continued:

A large proportion of the unemployed can only be absorbed when we get back our export trade. It is suggested that we must compete at much lower prices in the markets of the world and that wages must be reduced and more hours worked or this country will have little chance against a recovering Germany and a reviving Europe.

Millions of British workers have made enormous sacrifices in wages, and many business men are misled by the low terms foreign countries offer because of the depreciated exchange.

Great progress could be made if all classes agreed immediately upon the steady reduction of State expenditure on unremunerative schemes; upon some system of price or profit regulation to see that middlemen and others do not pocket the advantage of tax reduction; the adoption of every efficiency method in British industry; full service for each pound of wage or salary: and the direction of capital to the central industries on which we depend.

Pressure of foreign competition will soon override hesitation in adopting these schemes.

PILOTLESS 'PLANE.

FALLS INTO SEA OUT OF CONTROL.

The Air Correspondent of the *Daily Mail* writing last month said:—

The veil has been lifted unintentionally from secret air experiments at Whale Island, in Portsmouth Harbour, in the control by wireless of small pilotless aeroplanes.

One of the machines was flying on Friday and apparently it passed beyond the control of the ground operator, and set off on its own account on a pilotless flight. It came down in the sea off Bognor, nearly 20 miles from its starting point. When it was seen floating in the water on Saturday fears were expressed for the supposed pilot, and there was considerable surmise about his fate until it became known that the craft was pilotless. When the machine passed temporarily out of control the Selsey coastguards were asked to look out for it. British experimental work on wireless control in the air has been going on since 1915. In the United States a pilotless aeroplane has been flown for nearly 100 miles by wireless. The "flying bomb," a machine carrying a load of explosives, can be controlled from a ground-station and made to fall in any area.

WET SUMMER LOSSES.

Insurance against weather risks has not proved remunerative during this wet summer, states a London wire. The Derbyshire County Cricket Club profited to the extent of £500, the difference between the gate receipts and the sum insured in connection with half a dozen matches. Other claims paid under policies were in regard to the Yorkshire-Hampshire match at Harrogate, the band contests at Buxton, the fete at Worksop, the Agricultural Show at Worsley, the Lancashire regatta at Stopham, and the pony race meeting at Dundee. The manager of one insurance company told a Pressman that weather policies were becoming more popular every year, and much business was done on the Continent. The policies taken out in Norway were invariably for singing contests, and those for Czecho-Slovakia were for race meetings.

SAYINGS OF A WEEK.

Mr. Cramp has said that the Russians are not angels. On behalf of the Russian trade unions, I wish to confirm that.—*M. Tomsky.*

The proposal to put Christian principles in practice would be bitterly opposed by all the Churches in Christendom.—*Dr. F. C. S. Schiller.*

If we cannot devise a proper system of arbitration, then do not let us fool ourselves that we are going to have peace.—*Mr. Ramsay MacDonald.*

By all historical analogy, it is quite probable that constitutional parties of the future will proudly call themselves Bolshie or Conchie.—*Mr. G. K. Chesterton.*

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If everyone did a bit towards making conditions better for others less fortunate, there would be more happy people, sir.

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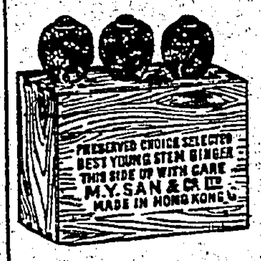

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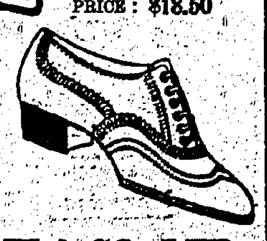

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ECONOMIC CONDITIONS IN KWEICHOW.

Kweichow is one of the interior provinces of China, bounded on the east by Hunan, on the south by Kwangsi, on the west by Yunnan and on the north by Szechwan. Although the province is large in area, 67,182 sq. miles, it is extremely mountainous, with only a little over 10 per cent. of level land suitable for cultivation. The total population amounts to about 11,000,000, one-third of which is composed of the descendants of Miao an aboriginal tribe inhabiting the mountainous regions.

Kweiyang the capital city, is centrally located. It is over 1500 metres above the sea-level and enjoys pleasant climatic conditions. The mountainous character of the surrounding country makes communication with the outside most difficult. Of the four main routes of travel, the one connected with Hunan is most frequented by trade. The journey takes eight days overland travelling on pack animals from Kweiyang to Chen Yuan where small junks may be used to go down the Chen Yang River to Chang-te and then by steamer to Changsha. The activity of bandits makes travelling unsafe unless in caravans escorted by soldiers. In view of these difficulties, inter-provincial trade is very restricted.

The mountainous character of the province makes it unfavourable for agriculture, but the land abounds in mineral resources. Deposits of coal are found in scores of districts n the nortr western part of the province. The best grade of rich coal is to be had for the picking. Nobody cares to take up mining as a business, as everybody has plenty for his use, and there is no way of disposing of the surplus owing to the lack of means of transportation. The coal found in Shuichen is especially rich in volatile oil. The deposit also covers a large area. Iron ore is found in several places and is mined for local use. No attempt has been made to ascertain the extent of the deposits. The only minerals produced in commercial quantities are mercury and vermillion. These, being semi-precious, are exported every year, constituting a large percentage of the world's supply.

Aside from the manufacture of the most simple household utensils and daily necessities, there is no industry to speak of. They only factory worth mentioning is the paper mill recently started by Hwa Tse-Hung in Kweiyang, who, being the local financial magnate, organised the mill single-handed. The mill is well-equipped with modern machines operated by several Japanese experts and Chinese students specially trained in Japan. Several grades of fine paper are produced. But the organiser overlooked the shortage of raw materials and the lack of markets in his calculations; and as a result, the mill turns out but a limited amount of paper in spite of its large capacity, and also has to meet excessive transportation costs in selling its best grades outside the province. The firm is steadily losing money, but the owner has made it his hobby, and so it has not been shut down.

The commercial activities of the province centre around Kweiyang. Among the wholesale merchants, there are dealers in piecegoods from Hankow, dealers in imported goods from Shangrai, dealers in salt from Szechwan, dealers in porcelain from Kiangsi, and dealers in furs from Shensi. These are all importers. The hide dealer is the principal exporter. Other dealers are mostly retailers and peddlers of daily necessities. The province does not produce any fabric aside from a small quantity of coarse hemp cloth woven by the Miao people. The high price of the imported material makes it hard for the poorer classes to keep their bodies properly covered. Children in the country villages go about absolutely naked, while the grown-ups wear only scanty rags during the day and cover themselves with straw mats during the night.

The annual yield of cereals is quite sufficient to supply local needs in an ordinary year, but in case if severe floods or drought, much hardship is felt, as it is most difficult to obtain external aid. Thus, in the fall of 1921, the price of rice jumped from a few dollars to $36 a picul and as a result over 50,000 persons died if starvation. Among the other articles of food, salt is hardest to procure. Coming overland from Szechwan, its price is always abnormally high; and recent disturbances in that province have so reduced the supply and increased the cost that many persons have to go altogether without salt. Other imported foods such as sugar, wine, oil, etc. are all high in price and must be used in moderation even by the well-to-do.

Although silver dollars are current on the market, all articles are priced in terms of silver taels, of which the Pien Yin or Ta Tien is accepted as the standard fineness. Every business man carries a weighing scale in his pocket in going about the town. The isolated state of the province leaves the standard and manner of living very much the same as it was hundreds of years ago. Modern influences are scarcely felt. The people, as a rule, are very frugal, indulging in scarcely any luxury at all. But they live happy and contented lives.—*Chinese Economic Bulletin.*

MOTOR BUS v. MULE CART IN SHANSI.

Notwithstanding the introduction of motor bus services into Shansi, mule carts, hitherto the only means of freight transport in the province, still hold their ground by reason of their cheaper cost, says the *Chinese Economic Bulletin*. To the bulk of the Shansi people, travel by motor bus is a luxury, in which only the wealthy classes can indulge.

Up to the present three main highways, the Taiyuan-Yuncheng in the south, the Taiyuan-Tatung in the north and the Taiyuan-Tsikowchen in the west have been built. There is also a branch road from Sinchow to Hopien, about 160 li long, in the northern part of the province. Motor bus services are now being operated on each of these highways. On the Taiyuan-Yuncheng road, a motor bus service is being operated between Taiyuan and Linfeng (Pingyangfu), about 600 li, on the Taiyuan-Tatung road, between Taiyuan and Yangmingpao about 300 li, and on the Taiyuan-Tsikowchen road, between Taiyuan and Fenyang (Fengchow), about 230 li. Passenger fare is fixed at two cents per li with an allowance of 30 catties of luggage free for each passenger. An additional one cent per li is charged for excess luggage from 30 catties to 60 catties and two cents for excess from 60 to 100 catties.

A fleet of motor trucks are also operated on these lines for goods traffic. Freight is fixed on a sliding scale according to the nature of the goods, which bear five classifivations. Goods classified as "dangerous" including paison and explosives are charged eight cents per li per thousand catties (10 piculs), goods of the "special" class, or articles of special value, are charged seven cents, ordinary goods of the first class, six cents, of the second class, five cents, and of the third class, four cents. A fee of three cents per picul is charged for loading or unloading the cargo.

Business prospects of the Shansi Motor Bus Service Company, which is run by the Provincial Government, are not too bright. The Shansi public, especially the middle and the poorer classes, are not eager to utilise this innovation. They prefer the primitive mule carts, mainly owing to economic considerations. To them travelling by mule carts is almost 100 per cent. cheaper. A mule cart for passenger traffic can be hired at a dollar a day. It can carry one passenger and over 100 catties of luggage. The rate of travel is about 90 li a day. The hire of a bigger cart, specially constructed for goods traffic and drawn by a team of two or more mules, costs about $2.50 a day. It is capable of carrying a load between 700 and 800 catties and covering 80 li a day.

But the other bus has many advantages over the mule cart and it will win its way when the Shansi people realise its advantages. To travel by mule cart is decidedly cheaper when only a short distance is to be covered. But for long distance travelling the mule cart has many drawbacks. Even from economic considerations, the motor bus is preferable. A journey, say, from Taiyuan to Kiehsiu, about 280 li, can be covered in a day by mutor bus, the fare being $5.60. If a mult cart is hired, it would take three days, the hire being $3. However, the passenger would have to spend two nights on the way, during which his inn bills and other incidental expenses would bring up the total outlay possibly to $4 to $5. To this must be added the cost of the time unnecessarily spent *en route*, while the tedium and discomfort involved in mule cart travelling should also be considered. In the transportation of goods, the mule cart cannot be cheaper in the long run. If a Taiyuan merchant sends a shipment of 2,000 catties of first class ordinary goods as specified by the Motor Bus Service Company to a consignee at Kiehsiu, the distance being about 280 li, it would cost him six cents per li per 1,000 catties, or in total $33.60 by motor truck. If he forwards the cargo by mule carts, he would have to hire three carts at $2.50 per cart per diem. It takes four days to reach the destination instead of one as in the case of the motor truck. The total expenses would be $30 for cart hire alone. To this must be added the wages of an overseer employed to accompany the caravan. Some minor losses owingto pilfering or damage done to the cargo must also be expected when the cargo is transported by mule carts. The advantages of motor transportation are thus very obvious. But as a matter of fact the business of the Shansi Motor Bus Service Company is not prosperous, and it will continue in tha condition until the population improves its economic state and changes its mode of living. At present the services is patronised by only the official and wealthy classes of the province.

Note.—The passenger fare of two cents per li charged by the Shansi Motor Bus Service Company is by no means high. In Shensi a company has been organised to operate a motor bus service between Sianfu and Tungkwan, a 2.3 cents per li passenger fare being proposed.

FINE HOCKEY OUTLOOK.

CHANGES IN THE LAWS.

[BY THE HOCKEY CORRESPONDENT OF "THE OBSERVER."]

The slow evolution of the laws of hockey over the years make quite fascinating history. It is to be supposed that the first primitive and rather barbaric rule of hockey was analogous. "Get goals, without manslaughter if possible, but get goals." From the early English days, when the goals were then composed of four coats thrown to the ground, the ball merely a common cork bung, and all players with full licence played "on to the ball," to the days of "handed forward," "offside," spliced sticks, and so on, what a wide gap!

Since the modern laws of hockey were originally framed in 1886 by a few keen enthusiasts, these have passed through the usual stages of gradual evolution; successive Hockey Boards, the creation of the Hockey Association, by suggestions sent in by qualified associations, have added a sentence here, or removed wording there, until some of the original clauses were rather mangled in the operation and were hopelessly involved and became a sort of tough, Gordian knot. Vagueness of meaning or intention in the rules of a popular game like hockey was obviously not at all essential for its continued health and progress. Consequently, the Hockey Board, fully realising the extraordinary anomalous position, appointed a small sub-committee last year with instructions to use he pruning knife vigorously and re-write doubtful sentences where simple comprehension was in the least involved. So coupled with these important revisions the Board have also added two or three sound proposals submitted them by qualified British Associations and have presented to the game a code of playing rules which ought to meet with approval.

MODERN NEEDS.

Throughout lucidity has been the chief objective of the Hockey Board by the liberal use of simple English wording which may be grasped by all. The revised code is a real tribute to the zeal and skill shown by the Hockey Board. They have now made the rules live up to the modern requirements of the ever-spreading game by the expunging of ambiguity.

The outstanding changes effected in the rules may be summarised as follows: The Board have thought it correct to suggest that in Law 1, the usual constitution of a team as five forwards, three half-backs, two backs, and a goalkeeper, thus erasing the word "correct." This is a clear recognition of the right to other tactical playing formations being utilised in the field. Reference, too, to the kind of ball to be used, viz., a leather painted cricket ball, has suggested that, in snowy weather, when grounds are more white than green, the red leather cricket ball may be used. Always done in the past, it was well to have it clearly so laid down. The bully-off rule has been entirely reworded, rendering its sense now crystal clear, while Laws 10 and 11 have been rewritten with the some objective. Both are admirable specimens of lucid simple English.

The general details of the game to be found under Law 12 have been in the past a rather hopeless muddle, even not to say involved, and the sentence which relates to obstruction has been splendidly re-moulded in form. One old controversial point in other days produced two schools of thought that, in dropping the ball perpendicularly *to* the ground it meant that the ball could not be hit again by the same player until it had actually touched ground, though, at the same time, an opponent was entitled to hit the ball before it reached the turf. This has been simplified by erasing the word "to," and substituting the word "towards," thus meaning that a player after dropping the ball perpendicularly to the ground, may again hit it before it touches the turf.

CURIOUS INCIDENT.

The curious incident last season of a ball lodging in the pad of a goalkeeper, and involving him in possible penalties, has now been adequately legislated for, as a resolution sent in by the Irish Union and agreed by the Board, now enacts that, in the event of the ball so lodging in the pad of a goalkeeper, or in the clothing of a player, the game is at once suspended and the ball bullied off on the spot where the incident occurred, except that Rule 9 has still to be complied with in that an ordinary bully in the circle must not be taken nearer than five yards from the goal-line. Thus with a ball also lodging in the open shirt of a running player, the latter cannot now be penalised for "carrying" the ball.

Perhaps the most contentious point in hockey in recent years has been the "scoop" stroke; that is to say, the ball that is lifted or flicked up into the air. Much heated controversy has raged around this stroke ("infamous" as it has been termed), and there have always been two opposite schools of thought. The Hockey Board have altered the rule regarding it and placed the "scoop" entirely under the control of the umpire. If the latter thinks in certain circumstances the stroke is dangerous in itself or likely to result in dangerous play, he can penalise it. For example, the "scoop" might be regarded as dangerous when a ball is lifted high into the air into the circle crowded with waiting players. Accidents have occurred through such over-eagerness to get the ball, and justly, the umpire is given powers of "anti-scoop" school, for it has been one of the great topics of the game for the last twenty years.

A HAPPY COMPROMISE.

The law dealing with the free hit has been re-cast to obvious advantage without the alteration of its meaning, while the penalty bully law has been rephrased, though retaining its old sense. There is now power to the offending side to nominate another player other than the offender, should the latter become incapacitated or sent off for misconduct;

(Continued on next column.)

happily, the latter incident is rare in hockey, and almost unknown.

The roll-in law has also been a much-discussed one for years. Throughout the United Kingdom there are again two active schools of thought; there are many in favour of the adoption of a hit-in from touch, while others, have strongly denounced it and desired to see the roll-in retained with some slight modification. A happy compromise has been effected by the Hockey Board without indulging in any revolutionary change. The roll-in line is now placed seven yards parallel with and from the side-line, instead of five. Experiments have been proceeding for two or three years with the hit-in, and a modified rolling-in, and it would seem that in extending the and it would seem that in extending the roll-in distance from five to seven yards it will please most players and umpires. From general experiments which I have already seen with a seven yards' roll-in, I think it is a wise improvement that should work admirably in practice. Clubs will need to see that the seven yards is made effective in the re-marking of their playing pitches for the start of the season.

A slight alteration has been effected in Law 20 relating to the taking of penalty corner-hits, and it is now essential and necessary to take the corner-hit from the nearer goal-post, so that the old option to the corner-hit taker is dispensed with.

The law relating to umpires and their duties has been entirely re-written with much credit to the draughtsmen, and every umpire should know now exactly what are his primary duties.

LOCAL SPORT.

GOLFERS LEAVE FOR SHANGHAI.

SUGGESTED ALTERATION IN DATE OF MATCH.

The Hongkong golf team, which is to play Shanghai in interport golf, left the port yesterday morning on the s.s. *Empress of Asia*.

The match is down for decision on Thursday and Friday next, but a cable has been forwarded by the Royal Hongkong Golf Club suggesting that the dates of the match be altered to Wednesday and Thursday, so as to give the visiting team an interval for rest, as the Open Championship for China is to be played on November 1st and 2nd.

The team which left for Shanghai was as follows:—Messrs. A. H. Ferguson (capt.), I. W. Shewan, R. A. Camidge, Capt. L. W. Bennet, A. K. McKenzie, and N. L. Smith.

HOCKEY.

H.K.H.C. 2ND XI. v. ROYAL ARTILLERY.

This game, played at Sukunpoo on Wednesday evening, resulted in a win for the Club by two goals to one.

The speed of the game was distinctly affected by a tendency to raise the stick above the shoulder, as, apart from the delays caused by frequent free hits, this practice made it somewhat difficult for defenders preparing to "clear" to be approached with safety at close quarters.

Intercepting was good on both sides, and Piercy and Remington for the Club stemmed several forward attacks at their source. Edmonds was safe at back and prevented the Gunners' forward play from becoming threatening.

Hitting throughout the game was as hard as the referee's whistle would permit, but the condition of the ground was not such as to allow of hard shots being taken accurately on the run, and many passes which might have given forwards an opportunity to break away ended on the wrong side of the touch line.

Next week the Club 2nd XI. is playing a Navy side, who will, no doubt, put up a strong opposition. To an onlooker, the department in which the team playing on Wednesday might showed the greatest improvement is in co-operation between defence and attack. Apart from the sometimes too-hard passing referred to, and the Club side were not the greater followers of this error. There was occasions during the game when one of the Club forwards might have extricated himself from a difficult position without turning by means of a pass back to his half. There is a whole season before us, however, and if everybody played perfect Hockey with an infallible referee the game would fade away from very boredom. And, by way of consolation, a game that couldn't afford endless food for criticism by those interested enough wouldn't be worth playing.

FOOTBALL.

H.K.F.C. v. R.A.

The following will represent the Hongkong Club in their League game with the R.A. on the Club ground to-morrow at 4.45 p.m.:—Angus; Howard and Bishop; Muir, Stewart (capt.), and Hill; Watson, Forsyth, Jones, Evelyn, and Key. Reserve: Buxton.

KOWLOON RESERVES v. UNIVERSITY.

The following have been selected to represent the Kowloon Reserves in their 2nd Division League fixture v. University to-morrow, at Kowloon, kick-off at 3.15 p.m.:—J. Beach; B. Rasmussen and T. Knight; A. W. Brown (capt.), W. H. Brown, and S. Randle; A. Latham, G. White, B. McBride, H. Prowse, and W. Hillyer. Reserves: V. Hast and A. Kirby.

The 1st XI.'s match, v. South China "A," has been postponed, at the request of the Chinese.

CRICKET.

I.R.C. v. H.K.C.C.

The following will represent the Indian Recreation Club to-morrow at Sookunpoo Valley at 2 p.m. sharp in the above match:—A. H. Madar (capt.), J. S. A. Curreem, F. M. el Areullia, C. H. Bhoora, E. A. Moosdeen, S. A. Ismail, S. A. R. Ismail, S. D. Ismail, S. H. Ismail, O. Ismail, and H. D. Rumjahn.

PUBLIC WORKS IN HONGKONG.

ITEMS FROM THE DIRECTOR'S ANNUAL REPORT.

The following extracts are made from the Annual Report of the Director of Public Works (the Hon. Mr. H. T. Creasy) for 1923:—

COMPARISON OF EXPENDITURE ON PUBLIC WORKS DURING 1913-1923.

	Extraordinary Works.	Total Expenditure.
1913	$1,237,857.06	$2,366,096.17
1914	1,639,504.79	2,621,203.47
1915	1,839,822.01	2,798,030.80
1916	1,246,871.75	2,272,949.70
1917	1,612,833.28	2,624,915.93
1918	1,578,149.12	2,666,027.11
1919	2,235,662.95	3,448,893.46
1920	2,535,877.69	3,850,359.17
1921	3,053,525.11	4,643,700.49
1922	3,575,625.19	5,471,956.38
1923	4,716,602.91	7,042,918.45

COMPARISON OF WATER WORKS REVENUE 1922 AND 1923.

	1922.	1923.
City (as above stated)	$549,535.48	$580,206.34
Hill District	21,556.70	22,051.15
Pokfulam District	7,731.81	7,664.25
Kowloon	161,806.97	174,067.76
Aberdeen	4,166.38	5,182.11
Repulse Bay	1,735.64	2,838.82
Shaukiwan	9,048.95	10,325.52
Taitam Tuk	—	376.35
Laichikok	76,585.25	81,176.00
Fan Ling	1,420.09	1,619.41
	$833,583.30	$887,309.31

LAND SALES AND SURVEYS.

The total amount of premia paid into the Treasury in respect of Land Sales, Extensions, Grants, etc., during the year was $3,198,624.04, of which $6,552.25 was derived from fees for boundary stones. The estimate for the year was $2,368,500.

The following is a comparative statement of the Revenue derived from Land Sales, etc., for the years 1921-1923:—

	1921.	1922.	1923.
Sales by Auction	$2,754,372.00	$1,195,309.00	$2,562,270.00
Sales without Auction	30,650.50	152,451.01	119,347.20
Extensions granted	76,154.01	46,849.23	310,863.50
Grants on Nominal Terms	361.00	—	—
Grants on Short Leases	—	—	—
Extensions of Short Period Leases to 75 years	3,316.70	—	—
Premia derived from Sale of Rights to erect piers	19,630.57	2,907.35	14,297.80
Fees for Boundary Stones to define Lots	4,160.25	4,520.25	6,552.25
Conversions and Exchanges	32,633.04	10,837.12	71,556.30
Total	$2,918,600.07	$1,415,699.56	$3,420,692.14
Actual amount of premia paid into Treasury	$1,631,007.25	$2,730,665.61	$3,499,624.04

GRANTS OF LAND ON NOMINAL TERMS.

In Hongkong, an area of 69,823 square feet, known as Inland Lot No. 2440, was granted without premium for a period of 75 years renewable to the Church Missionary Society for the purposes of erecting a school.

In Kowloon, an area of 23 acres, known as Kowloon Inland Lot No. 1588, was granted to the Committee of the Diocesan Boys' School without premium for the purposes of erecting a school.

An area of 62,880 square feet, known as as Kowloon Garden Lot No. 3, was granted to the Kwong Wah Hospital Committee for a period of 5 years for the purposes of a recreation ground and garden in connection with the Hospital.

GRANTS ON FORTY YEARS LEASES.

During the year arrangements were inaugurated for disposing of Crown land under a 40 years' lease scheme. The object of the scheme is to facilitate the building of dwelling houses in order to overcome the shortage of accommodation that exists, and thereby bringing about a reduction in the rentals that are being charged.

The land is allotted without premium, but with suitable building covenants and a security to cover their completion. When the covenants have been fulfilled the leases will be issued, and when the value of the land has, in the opinion of the Government, sufficiently advanced, the lessees can offer the property at Public Auction for a term of 75 years with the right of renewal for a further term.

Out of the sum realized at Public Auction, the Government shall be paid one-half the value of the land which shall be arrived at by deducting the capital sum invested on the erection of buildings, etc., together with the compound interest on the sum, less sinking fund in accordance with the Lease Indenture.

During the year, terms were arranged for the disposal of 6 lots in Hongkong with an area of about 2,065,680 square feet and 10 lots in Kowloon with an area of about 576,280 square feet.

WORKS UNDER THE BUILDINGS ORDINANCE.

The outstanding feature of the year's work under the Buildings Ordinance is the large number of Chinese houses which have been, or are about to be reconstructed. It would appear probable that this reconstruction was to a large extent carried out to evade the provisions of the Rents Ordinance which allows the readjustment of rents in cases of reconstruction.

Apart from this, there has been a great increase in building activity as will be seen from the figures given below.

Plans.—The following is a tabulated statement showing the number of buildings, etc., for which plans were deposited during the year, the figures for 1922 being given in a parallel column for purpose of comparison:—

	1922.	1923.	Incr.
European houses	219	506	287
Chinese houses	1,258	3,395	2,137
Buildings and Structures other than the above	182	245	63
Alterations and additions to existing buildings	1,736	2,545	809
Verandahs	863	1,771	908
Balconies	325	748	423
Sunshades	5	88	83
Areas	1	—	—
Wells (not separated in former reports)	—	55	55
Piers	14	24	10
Total	4,603	9,377	4,775

This shows a net increase of 4,774 or 104 per cent. It will be observed that the increase is chiefly accounted for by the large number of plans submitted for new Chinese houses, with their verandahs and balconies usually over Crown land, for which plans have to be dealt with separately.

The number of plans deposited during the year was 3,459 as compared with 1,935 for 1922, an increase of 1,524 or 79 per cent.

The number of plans approved during the year was 3,108 as compared with 2,027 in 1922, an increase of 1,081, or 53 per cent.

RECLAMATIONS.

The following is a statement of the private reclamations which were completed or in progress during the year:—

	Area in sq. ft.
M.Ls. 277 and 281 (additions to) North Point (completed)	134,200
Q.B.M.L. 1 (additions to) Quarry Bay (in progress)	33,600
M.Ls. 430 and 431, North Point (in progress)	833,975
N.K.I.Ls. 190 and 191, Laichikok (practically completed)	618,000
N.K.M.L. 8, Laichikok (in progress)	514,150

Further progress was made in connection with the work of reclaiming about 215 acres of foreshore and sea-bed at the head of Kowloon Bay referred to in previous years' reports.

CITY OFFICERS.

Principal Works of a Private Nature.

The following large blocks of offices in the centre of the City were nearly completed:—

The Asiatic Petroleum Co.'s office I.L. 619, Queen's Road, Central.

The China Building on I.Ls. 2317 and 2318.

Offices on I.L. 2319, Pedder Street.

The New P. & O. Offices on M.L. 366.

The Bank of Canton Buildings on M.L. 102, Des Vœux Road, Central.

The new Cinema Building on I.L. 2316, Queen's Road Central, was practically completed.

The Cenotaph, opposite the Hongkong Club, was completed.

The following buildings of importance were commenced:—

A new bank on I.L. 122-126, Queen's Road Central.

A new bank of I.Ls. 1556 and 1557, 244-246, Des Vœux Road Central.

A new bank on I.L. 1491, 186-188, Des Vœux Road Central.

New offices on M.L. 7, 14, Des Vœux Central, for the Hongkong Realty and Trust Co.

A new block of offices for the *South China Morning Post* on I.L. 80, No. 1, Wyndham Street.

A new block of offices, at 7, Duddell Street on I.L. 669.

The re-erection of the Carlton Hotel, on I.L. 644, in Ice House Street, which was commenced.

In the Western portion of the City the new buildings for St. Stephen's Girls' College on Park and Lyttelton Roads were completed. A new Church on I.L. 590, Bonham Road, was commenced. A large Chinese Hotel on M.L. 325, Des Vœux Road Central, was started, and several new Chinese restaurants in Queen's Road West were also commenced.

In the Eastern point of the City a block of 72 Chinese houses on M.Ls. 42 and 43, Spring Garden Lane, was completed.

A commencement has been made on the scheme for development at Shek-O. It is probable that considerable advancement will be made when the new road to Shek-O is available for traffic.

The remaining half of the large block of offices for the Hongkong and Whampoa Dock Co., on K.M.L. 21, referred to in last year's report, was completed.

(*Continued on next Column.*)

Extensive cutting for a new dock was carried out. A site for new moulding shops and quarters was in course of preparation. 38 old Chinese houses were demolished and a site prepared for a new entrance and time offices.

Work on the Standard Oil Co.'s Laichikok Installation was continued, and further oil tanks were completed.

The erection of a pier in front of N.K.M.L. 6 was completed.

A large concrete wharf and coaling were commenced on N.K.M.L. 8 for the Kailan Mining Administration.

A large private hotel on K.I.L. 413, Hankow Road, was completed, as were also a large number of European Flats in Kowloon. Reference to these works was made in last year's report.

Foundations were commenced for the new Peninsula Hotel on K.I.L. 1461, Salisbury Road, and for the Y.M.C.A. Hostel on K.I.L. 1625.

A large Cracker Factory on K.I.L. 1405, Mataukok, was practically completed, but was blown down by the typhoon in August. This is now being re-erected.

The erection of houses on the Kaulungtong Estate was commenced.

A commencement was also made in levelling K.I.L. 1507, Ho Mun Tin Extension.

A considerable number of European flats in Kowloon were in course of erection during the year.

STREET WIDENING SCHEMES APPROVED.

New plans have been prepared and approved during the year for the widening, the improvement of the alignment of the streets mentioned hereunder. As in previous years, the general policy in street widening schemes has been to acquire the land required, as an when rebuilding takes place, thus avoiding the payment of large sums as compensation for the demolition of structures in addition to the value of the land taken. Owing to the large amount of re-building that has taken place during the year, this policy has been fairly satisfactory, and considerable stretches of roads and streets, for which widening schemes have been adopted, have been dealt with.

Queen's Road West, from Western Street eastwards to the Praya.

Robinson Road, from Albany Road to Castle Road.

Queen's Road East, from Garden Road to Arsenal Street (this was delayed owing to the question of the resumption of Military lands).

CRIMINAL SESSIONS.

[BEFORE HIS LORDSHIP THE CHIEF JUSTICE (SIR HENRY COLLAN).]

RAID ON SHAM TSENG VILLAGE.

"CAT" FOR GUNMAN.

The daring raid by six armed robbers on a village in the New Territories on August 29th, was recalled when, yesterday morning, the six men—Wu Wat-tsun, Lo Tam, Pun Nan, Ngai Khan, Li Sau and Chan Fat, were charged with (1) robbery by two or more at Sham Tseng in the Tsin Wan district and (2) unlawful possession of arms and ammunition. There was a third charge against Chan Fat; one of wounding Fu Shang with intent.

In opening the case for the Crown Mr. T. M. Hazelerigg said, on August 29th, the first prisoner visited the Chung Mee Garage at Shamshuipo and asked for a car for seven persons. It was eventually decided that he should take two cars. He went off with the cars and chauffeurs and at the junction of the Taipo Road and the Castle Peak Road Wu stopped the cars, went up the hill and returned with the second, third and sixth defendants. Near Goldring's Bungalow they picked up the fourth defendant and at Laichikok, the fifth. They waited for a seventh but he failed to put in an appearance and they decided to go on without him. When they reached Sham Tseng, the defendants got out and asked the drivers to wait. A dispute arose as to payment and finally it was decided that Wu Wai-tsun should stay with the cars. An additional reason for his staying behind was provided by the fact that he had once been a schoolmaster in the village and would probably have been recognised.

EVERYTHING OF VALUE STOLEN.

Continuing, the Crown Solicitor said, that on entering the village prisoners entered a matshed, occupied by four persons, and, immediately, the sixth defendant fired at a youth named Fu Chang and, wounded him in the arm. After ransacking the place the second defendant was left on guard to prevent the occupants giving the alarm. The remaining four ran into a house nearby without noticing a man standing outside. They stole everything of value from the woman occupant but meanwhile her husband, the man outside, had run into main road and he found Mr. R. Earnshaw, who acting with commendable promptitude telephoned Tsin Wan Police Station and the Water Police at Tsim Sha Tsui. Sergt.

(*Continued on next column.*)

Hourihan, at Tsin Wan, turned out and held up the cars which were then travelling at a high speed away from the scene. No resistance was offered but the sixth defendant was wounded in the body by a Chinese constable who said that while the sergeant was searching the man dropped his hands and made as if to jump over the bridge behind them. A seven-chambered revolver was found in one of the cars. Four of the chambers had been fired and the remaining three bullets had misfired.

Yau Hin, the driver of one of the cars involved, gave evidence as to the men having hired the cars. He was told to await their return when they entered Sham Tseng. After 20 minutes they ran back to the cars, shouting: "Start your car! Start your car!" He drove back towards Laichikok, and when they got to Tsin Wan they were stopped by the Police. Witness said a revolver was found in the car, but it was not his property and he did not known that it was in the car

Lok Kau, driver of the second car, said that when they arrived at Ma-lung-kung his car stopped for half an hour, Wu stating that he was waiting for a friend, and he got out of the car and went away, returning after 20 minutes. At Laichikok the sixth prisoner was picked up. Apparently they were looking for another man. The occupants of the first car shouted back "Have you found that man? Are you blind? Go back and find him." He drove his car back, but the man could not be found, and they returned to the other car.

Reginald Earnshaw said on August 29th last he was in the employ of the Lai Tak Motor Services, and had been for three years in the Hongkong Police Force. On the day in question near Sham Tseng he received information from a Chinese man and immediately informed the Police by telephone.

CARS HELD UP BY POLICE.

Sergeant Hourihan, officer in charge of the Tsun Wan station, said that shortly after ten o'clock on the 29th of August he received a telephone call from Mr. Earnshaw, and taking a Chinese officer with him, posted himself on the road and intercepted the cars. The search he made resulted in the discovery of a revolver and a large quantity of stolen goods. Four chambers of the revolver had been discharged, and three cartridges, apparently, had been struck by the hammer but had failed to fire.

Sergeant Patrick Wynne said that on the night of the 29th he took the sixth prisoner, who had been shot, to the Kwong Wah Hospital and had his clothing searched. He found that the man had $2.70.

First prisoner, giving evidence, said that he bought the cigarettes, but the revolver found in the car "had nothing whatever to do with him." Being a student and a teacher he would not dare to commit such a serious crime against the law as armed robbery. As the result of this case his name had been blemished, and if they proved him guilty of this serious offence, he was quite willing that his head should be chopped off. He admitted remaining in the car while his friends went off, and giving the order for the cars to be turned round, so that a quick start could be made.

Second prisoner said he had been in Hongkong for nine years. On August 29th he was invited to become one of a party for a motor-car trip. At the identification they had been falsely accused.

The remaining prisoners denied taking any part in the robbery.

The Chief Justice, in summing up, said these men were indicted on three counts. With regard to offences where concerted action was charged against persons, it was not necessary that the six should be present when the offence was actually committed. It had been proved that the boy, Fu Chang, had been shot by the sixth prisoner. The evidence pointed mostly to the prisoners 2, 3, 4, 5 and 6. The first man stayed in the car but that might probably be due to the fact that he was known in the village. It was a most serious case.

The Jury retired for about five minutes, and returned to state that they found all prisoners guilty on the first and second counts, and the sixth man guilty of the third offence.

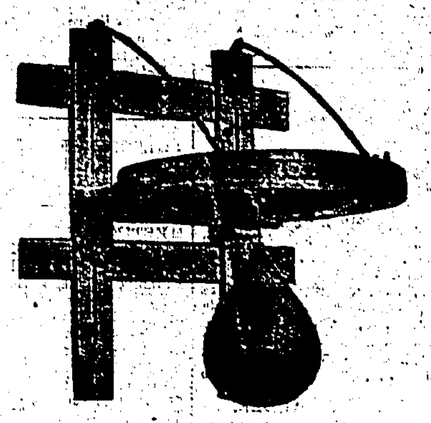
ALL SENTENCED TO TEN YEARS.

The Chief Justice said if these offences were allowed to go on without severe punishment being meted out, no one would be safe.

All the prisoners were sentenced to ten years' imprisonment with hard labour, and in the case of Chan Fat, who had shot the boy, Fu Chang, 20 strokes with the "cat" were ordered in addition.

PUNCH THE BALL

AND KEEP FIT.



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GUARANTEED UNSHRINKABLE,

WARMTH WITHOUT WEIGHT,

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NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

MEMBERS are Reminded of the ANNUAL GENERAL MEETING at the CLUB HOUSE, TO-DAY, at 5.45 P.M. [1404

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 918 for 5 Shares, £4 per Share paid up, Number 9626/9630 in this Society standing in the Name of HORMUSJEE COOVERJEE SETNA, of Bombay, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 5 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 24th October, 1924. [1405

MISS DORIS WOODS
THE LEADING & POPULAR TEACHER OF BALL-ROOM.
DANCING
TRAINED IN AMERICA & LONDON, DUE TO ARRIVE EARLY IN NEXT MONTH.

DANCERS OF DISCRIMINATION AND TASTE COME TO THE
WOODS STUDIO:
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TEL.: CENTRAL 3128.
Full Particulars later. [1382

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "ELBERFELD" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

All Goods remaining undelivered after the 24th instant, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 23rd instant, Thursday.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented to the Undersigned within two weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,
Agents.

1336] NORDDEUTSCHER LLOYD BREMEN.

CHINA SUGAR REFINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at EXTRAORDINARY GENERAL MEETINGS of the above Company held on the 3RD and 20TH DAYS OF OCTOBER, 1924, regarding the division of the above Company's Share Capital from Shares of the Denomination of $100.00 each into Shares of the Denomination of $25.00 each, in order to enable such Special Resolution to be carried into effect, it is necessary that Shareholders should forthwith forward to the Undersigned the Share Certificates in respect of their respective holdings of Shares in the Company in exchange wherefor the Undersigned will, upon receipt of such Share Certificates, forward to the respective holders thereof written acknowledgments of the receipt thereof.

When the New Certificates in respect of the Division of the Shares into Shares of the Denomination to $25.00 each as aforesaid are ready, Notice thereof will be given to Shareholders and such New Certificates will be obtainable by Shareholders upon application to the Undersigned at the Company's Registered Office, PEDDER STREET, Victoria, Hongkong, in exchange for the above-mentioned Acknowledgments.

Dated this 22nd day of October, 1924.

JARDINE, MATHESON & CO., LTD.,
General Agents,
CHINA SUGAR REFINING CO., LTD.

1335]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"SICILIA"
Capt. H. C. DAVIS, D.S.C., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 29TH OCTOBER, 1924, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M., the Day before Sailing. The contents and value of all packages must be declared.

For further particulars, apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 23rd October, 1924. [1399

INTIMATIONS

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for The SIXTH EXTRA RACE MEETING to be held on SATURDAY, 8TH NOVEMBER, 1924 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries will Close at 12 o'CLOCK NOON on SATURDAY, 25TH OCTOBER, 1924. [1864

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG AND KOWLOON TAXICAB CO., LTD., will be held at its Office, ASIATIC BUILDING, QUEEN'S ROAD, on THURSDAY, the 30TH DAY OF OCTOBER, 1924, at 5 P.M., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended 30th April, 1924, and of electing Directors and Auditors. The REGISTER BOOKS will be CLOSED from the 23RD to the 30TH OCTOBER, 1924 (both days inclusive), during which No Transfer of Shares will be registered.

By Order of the Board of Directors,
A. H. ROWE,
Managing-Director.

Hongkong, 21st October, 1924. [1396

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES

Situate at TAI KOK TSUI in the Colony of Hongkong,

To be Sold by AUCTION, Subject to a Reserve Price on

WEDNESDAY,
the 29TH DAY OF OCTOBER, 1924, at 3.00 P.M.

In ONE LOT
BY
Messrs. LAMMERT BROTHERS,
Auctioneers,
In their Auction Rooms in Duddell Street.

The Properties consist of:—

ALL THOSE Pieces or Parcels of Ground situate at Taikoktsui and registered in the Land Office as Section A of Kowloon Inland Lot No. 888 and Kowloon Inland Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—

Messrs. JOHNSON, STOKES & MASTER,
Prince's Buildings, Solicitors,
or from
Messrs. LAMMERT BROTHERS,
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1401]

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The Daily Press.

HONGKONG, OCTOBER 24TH, 1924.

THE OBJECTS OF THE WAR.

AN "old Chinese diplomat" who professes to take an entirely impartial view of the war in China is quoted by a Peking news agency as saying that it is a war by the Government to suppress a bandit chief who dominates the eastern part of the country. That is his description of Marshal CHANG TSO-LIN. Most people are aware that CHANG TSO-LIN's earlier career was that of a bandit, and Marshal WU PEI-FU has publicly declared, in a manifesto, that CHANG has never lost the characteristics of a Hunghutse (the name by which the Manchurian bandits were known). Be that as it may, it is, at all events, generally acknowledged that no part of China has enjoyed a greater measure of peace and prosperity in recent years than have the Manchurian provinces under the domination of CHANG TSO-LIN. The Soviet Government have done him the honour of formally recognising his Government by entering into diplomatic arrangements with him so far as the territory he controls is concerned. But the "old diplomat" perceives CHANG TSO-LIN to be in a hopeless position compared with Marshal WU PEI-FU. The only man, he says, in whom CHANG TSO-LIN reposes any confidence is his own son, while the other leaders in his camp are waiting only for a favourable opportunity to turn their backs on him. Of the character of WU PEI-FU, the unnamed "Old Diplomat" expresses the highest admiration. He is the possessor of a high literary degree acquired in Imperial days; he is a profound student, a great historian and is well informed on foreign as well as Chinese political affairs; he has gathered round him many able and educated Generals who trust him, including the "Christian General," General FENG YU-HSIANG, a great strategist, who commands a model army, so that Marshal WU PEI-FU is the supreme commander of a well-disciplined army, while CHANG TSO-LIN's army is "almost entirely made up of bandits." "The Old Diplomat" is satisfied that victory will rest with WU PEI-FU. But we fancy the "Old Diplomat's" admiration for the character of WU PEI-FU makes his outlook on the war situation less impartial than he pretends or fancies it to be. His estimate of CHANG TSO-LIN's army is not the estimate formed by foreign military experts who have seen that army on several occasions in manœuvres and formed a high opinion of its general efficiency. So far as the fighting has yet advanced it is perfectly clear that there is no such disparity in the efficiency of the contending armies, and he is a bold man who at the present stage of the war confidently predicts victory for either side. The primary object of this struggle is to decide which War Lord shall dominate China. We observe that Dr. GILBERT REID, who carries on some sort of an international pacifist mission in Peking, says in the organ of the movement, that though WU PEI-FU and CHANG TSO-LIN are enemies in war to each other, yet in the objects to be reached by the fighting they are in agreement. He says the first object of both sides is the unification of the country. We should like to know the authority for that statement. That Marshal WU is bent on securing the unification of the country by force we know, and we are aware that Marshal CHANG TSO-LIN "early endorsed Sir ROBERT HO TUNG's plan for peace through a conference of the leaders." Dr. GILBERT REID says that in conversation with a representative of a leading American news agency, CHANG TSO-LIN expressed the desire for "a real united Republic". But we recollect that early in the present year CHANG TSO-LIN's Secretary wrote to the *N.-C. Daily News* a letter in which he declared that it was the view of Marshal CHANG TSO-LIN that "the centralisation of power can no longer exist in China." We are not aware that his views have changed on the subject in the last few months, and we do not therefore see how it can be said that the views of the two leading protagonists as to the objects to be reached by the fighting are "in agreement." However, it is plain that there can be no "real united Republic" without some centralisation of power.

A branch of the Chartered Bank of India, Australia and China has been opened at Kuching, Sarawak.

Lord Cunliffe, Mr. and Mrs. Eldon Potter, and Mr. and Mrs. Malini were among the passengers who left on the *Empress of Asia* yesterday.

Information has been received by the Government that quarantine against arrivals from Hongkong has been withdrawn by the Authorities at Saigon.

The Hongkong, Canton and Macao Steamboat Co., Ltd., announce a special sailing of the *Sui An* on Sunday, leaving Hongkong at 9 a.m. and returning from Macao at 5.30 p.m.

Charged in connection with an affray in Haiphong Road, Kowloon, recently, in which two policemen were wounded, a coolie appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday. As the evidence admitted of some doubt as to the coolie being the actual offender, the Magistrate discharged him.

A good time is promised to the youngsters to-morrow afternoon, on the occasion of the Children's Fete to be held at Volunteer Headquarters under the auspices Hongkong Women's Guild and the Ministering Children's League. An Aerial Railway and Joy Wheel will figure among the "thrills" arranged, and there will be numerous side shows, such as swings, see-saws, Aunt Sallies, and a Punch and Judy show.

An interesting exhibition of fire-fighting and rescue methods is to be given by the Fire Brigade on the afternoon of November 5th. The display, to which the public are invited, will be held on the Parade Ground at Police Headquarters, commencing at 3 o'clock.

In addition to the ladies who kindly assisted in selling flags on Nelson's Day whose names were published, the following also assisted:—Miss Blaing, Miss C. Hast, Miss R. Shea and Miss J. White. The Navy League Committee also desire to acknowledge the kind services of the following ladies who sold programmes, chocolates and cigarettes at the Navy League concert: Miss Bird, Miss Cornell, the Misses Ellis, Miss Grace, Miss Hansen, Mrs. Haywood, the Miss Holyoak, Miss Hollingsworth and Miss Owen-Hughes. The amount collected was $338.10.

THE WEMBLEY EXHIBITION.

NO LIKELIHOOD OF RE-OPENING NEXT YEAR.

VIEWS OF THE HON. MR. CHOW SHOU SON.

Whilst it is not decided whether any of the Dominions and Colonies will take part in an extended British Empire Exhibition at Wembley next year, even should such an extension actually materialise, a question of no small interest, alike to the European and Chinese communities here, is whether Hongkong is likely to be represented again in such an event.

A *Daily Press* representative who yesterday sought the opinion of the Hon. Mr. Chow Shou Son, Hon. Associate Chinese Commission with Sir Robert Ho Tung, on the subject, came away with the impression that such a possibility was extremely remote.

"The present Home Government are in favour of re-opening the Exhibition on its present lines in 1925, and are willing to subsidise it to a large extent," said the Hon. Mr. Chow Shou Son, "but it is not certain that the present Government will be in power next year, or that a Government composed of another political party would have the same views in the matter.

"Personally," he went on, "I am of opinion that it would be a good thing to extend the Exhibition over another year, as I think it a great pity that after so much money has been spent, and so arduous a work of organization completed, the venture should be forced to terminate after only six months.

"The Dominions of Canada and Australia are against a renewal," he said, "and their secession would deprive the Exhibition, if continued, of at least 50 per cent of its attraction.

"Where great Dominions are unwilling to co-operate in a huge venture of this kind, it is well-nigh impossible for smaller Colonies to make an attempt on their own account.

"I know nothing officially," the Hon. Mr. Chow Shou Son concluded, "and can give you no authoritative information; but my personal opinion is that there is not the smallest chance of the Exhibition re-opening on the same lines next year, or of Hongkong taking part in it."

MARINE COURT.

Before the Marine Magistrate, Lieut.-Comdr. G. S. Hole, R.N., yesterday the master of the steam launch *Wan Fuk* was fined $10 for failing to observe the rule of the road.

For boarding the s.s. *Osaka Maru* without authority, a Chinese was ordered to pay a fine of $50 or go to prison for fifty days, while on a similar charge in connection with the s.s. *Paul Beau*, another Chinese was dealt with in the same way.

ALLEGED CONSPIRACY.

CHARGE AGAINST SOLICITORS' CLERKS.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, the case in which Cheung Pui Chuen, *alias* Charles Kent, and Lo Shu Fan, two clerks in the employ of Messrs. Hastings and Hastings and Dennys and Bowley, were charged on three counts, was continued.

It was alleged that they had conspired together to defraud Wong Tak Yin of her property by false representations that Lo Shu Fan was owner of certain lands in the New Territories and had transferred the same into the name of the said Wong Tak Yin and desired to mortgage the same. The other two counts alleged that the defendants conspired together to induce the complainant by false representations to sign two deeds of sale.

In the last two counts, the defendants were alleged to have acted in conjunction with Au Hon Fu and Ho Sai Lok.

Mr. M. K. Lo prosecuted and Mr. E. Davidson appeared on behalf of the defendants. Mr. H. S. Fitzroy, instructed by Messrs. Lee and Russ, watched the proceedings on behalf of Lo Shun Chau, the purchaser of certain property involved in the case.

When the case was re-opened yesterday, Ho Sai Lok, complainant's son, was still under his examination-in-chief by Mr. M. K. Lo. He described another visit which he and his mother paid to the office of Messrs. Hastings and Hastings and Dennys and Bowley. The first defendant, he said, took his mother into Mr. Webster's room, where she signed several documents. On the same evening, witness went by arrangement to the Luen On restaurant where the first defendant handed him $1,000. About a fortnight later witness received a message to go to the Wan Kau restaurant to see Au Hon Fu. Au said "If Lou asks you why you did it, say it was because you were in debt." Witness said that at that time Lau knew that the property he was buying was the property of witness' mother. As far as witness was aware, Lau did not know this until witness told him.

In July, 1923, went on the witness, his mother paid another visit to Messrs. Hastings' office. One evening previously, Au and the second defendant announced to him that they intended to raise from Lau a further $10,000 on account of the purchase price of the property. They said that Lau had already agreed to it. Au then said to witness "Go home and tell your mother. Ask her to go down and sign." Asked by His Worship what was going to be done with the $10,000 expected from Lau, witness said that it was to be divided between the two defendants and himself. His mother, who would not receive any money, was to be hood-winked with a forged document.

The hearing was again adjourned until this afternoon.

THE "SILVER STARS."

SURREY'S BENEFIT CONCERT AT WELLINGTON BARRACKS.

A notably successful concert was held last evening at the Wellington Barracks, when the "Silver Stars," the East Surrey's regimental party, gave an entertainment in the Royal Engineers' Theatre, for the benefit of the dependents of the late Signaller Skinner, Royal Corps of Signals.

It was very evident from the large crowd that assembled some time before the concert was due to commence, that the entertainment was going to be a big success. The theatre was crowded out, nearly three hundred people being present.

A very fine programme, which consisted of humorous songs, sketches and popular songs had been arranged. Unfortunately, Major Lewis, R.A.M.C., Capt. Macready and Mrs. Montenaro could not attend and give the sketch they had promised, but the Party substituted another sketch entitled "Out of Sight" which proved thoroughly enjoyable. Lieut. R. A. Chidson directed the entertainment.

The programme included a number of "popular" pieces, notably "Keep on Smiling," by the party; "Why Did I Kiss that Girl," by Pte. Kimber; "Meet Her at the Gate," by Pte. Pashy; "Some Sunny Day," by Pte. Jones, and "The Parson's Son," by Pte. Butchart. The party gave a well appreciated sketch entitled "The Defaulters' Hero."

The officials were: Business Manager, R.S.M. R. W. Maynard; Stage Manager, Pte. R. J. Thompson; Pianist, Bdsm. W. G. Wernham; Electrician, L-Cpl. J. P. Currier.

The "Silver Stars," who already have given a concert on the Peak, intend, in about three weeks' time, to visit Kowloon, where they are to give an entertainment at the Star Theatre.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE HOME ELECTION.

ROWDYISM IN MAIN CENTRES.

STONES AND STICKS AGAINST CANDIDATES.

LONDON, October 22nd.

Rowdyism and disorder at meetings are increasingly marking the election campaign in London, Glasgow and other centres.

Mr. Hogbin, the Liberal candidate for North Battersea, was struck in the face with a stone, and a woman spat at his wife.

Wild scenes and stormy interruptions forced Sir Robert Horne for the second successive evening to abandon an attempt to make a speech at Glasgow, and he had to confine himself to answering questions.

The singing of the "Red Flag" and constant interruptions and disorder marked Mr. Asquith's meeting at Paisley.

A man struck Mr. Williams, the Conservative candidate at Reading, with a stick. Mr. Williams subsequently left the platform and himself evicted his assailant.

ELECTIONS IN GERMANY.

QUESTION OF ISSUES.

NATIONALIST ASSERTION.

BERLIN, October 22nd.

The dissolution of the Reichstag has been greeted with a sigh of relief, for it is recognized that it is impossible to conduct the affairs of the country properly with a Government always at the mercy of the votes of one party.

Political experts prophesy that the Left parties will score at the expense of the Right, despite the probable combination of Nationalists and the Peoples Party against the Socialists. The issue of the election will be the continuance of the Marx Government's policy *versus* the new orientation, particularly in home affairs, by a reactionary Government.

A manifesto of the Nationalists says the party remains monarchist and nationalist. "Our glorious colours are black, white and red. Our will is firmer than ever to create a Germany free from Jewish and French domination." The Nationalist newspapers declare that the main issue is a monarchy *versus* a republic.

ECHO OF MATTEOTI AFFAIR.

COLONIAL POST FOR ITALIAN SENATOR.

ROME, October 22nd.

Senator Debono, chief of the National Militia, against which there was a serious outcry following the murder of Senator Matteoti, has resigned on the ground that his task of instilling a spirit of discipline and devotion to the interests of the country and King into the Fascists has ended.

Signor Mussolini has informed Senator Debono that he will submit his name to the Cabinet for the governship of Italian Somaliland.

THE GERMAN LOAN.

SWISS PORTION OVER-SUBSCRIBED.

ZURICH, October 22nd.

It is understood that the Swiss portion of the German loan has been considerably over subscribed.

EVACUATION OF THE RUHR.

FURTHER FRENCH RELEASES.

MAYENCE, October 22nd.

The French troops have evacuated the zones at Dortmund, Remschied, Vohwinkel and the town of Limburg, without incident.

THE WORLD'S SPORT.

HOME FOOTBALL.

ENGLAND BEATS IRELAND.

LONDON, October 22nd.

In the "soccer" international England beat Ireland by 3 goal to one at Liverpool.

M.C.C. IN AUSTRALIA.

DRAW WITH WESTERN COLTS.

PERTH, October 23rd.

The Western Australian Colts (playing a team of 15) scored 195 against the English visitors, Howell took four wickets for 19 and Tyldesley four for 30.

The M.C.C. then knocked up 405 for seven, Hobbs securing 74, Whysall 90, Sandham 79, and Woolley 52.

The match was drawn.

ALL—BLACKS STILL WINNING.

LONDON, October 22nd.

The "All Blacks" beat Lancashire by 23 points to *nil*, at Manchester.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

PEKING OUT OF COMMUNICATION.

CITY QUIET UNDER CHRISTIAN GENERAL.

HIS RELATIONS WITH WU PEI FU.

SHANGHAI, October 23rd.

Peking was suddenly and completely cut off telegraphically from everywhere this morning.

LATER.

An American naval wireless message received from Peking this evening confirms that the city is completely isolated as regards the telegraph and the railway. The cause has not yet been ascertained. The message adds that the city, which is under the control of the Christian General, Feng Yu Hsiang, is peaceful and there is no cause for alarm.

It is regarded as significant that Feng Yu Hsiang should have returned to Peking from the front. He possesses the two best fighting divisions in China. There have been rumours of strained relations between him and Wu Pei Fu.

LITTLE HSU'S JOURNEYINGS.

REPORTED ARRIVAL AT NAGASAKI.

SHANGHAI, October 23rd.

Reuter on the 22nd instant received the following from their Nagasaki correspondent: "Hsu Shu Cheng has arrived at Nagasaki aboard the *Shanghai Maru* and is going to Beppu."

Reuter thereupon wired Nagasaki that a very reliable report informed them that Little Hsu was going to Hongkong *en route* for England aboard the s.s. *Dardanus*.

In reply thereto, Tokyo wires to-day: "This morning's papers all concur that Little Hsu arrived at Nagasaki yesterday and afterwards left for Beppu. He came under an assumed name, but he admitted he was Little Hsu when confronted with a photograph."

Despite the above, there seems no doubt that Little Hsu was placed on the *Dardanus* and precautions taken which precluded the possibility of him leaving the vessel.

JAPANESE RED CROSS MISSION.

OFFER TO PEKING.

TOKYO, October 23rd.

The Japan Red Cross Society has provisionally arranged with the Japanese Foreign Office to send at its own expense a mission to Tientsin and Mukden in view of the growing war casualties, acting from a humanitarian standpoint.

Mr. K. Yoshizawa, Japanese Minister to China, has been instructed to offer the Mission to the Peking Government.

[BY COURTESY OF THE "DAILY BULLETIN."]

A FENGTIEN REVERSE.

PEKING, October 22nd.

A message from Shanhaikwan, received yesterday, states that General Tien Mei-chen's brigade from Arlangmiao reached Huchiatu, where it engaged a Fengtien battalion, 400 of whom were captured, and also three guns and six machine-guns.

ADVANCE ON CHIUMEN.

PEKING, October 22nd.

General Tien Mei-chen is now advancing in the direction of Chiumen.

It is a consolation to reflect that some of the greatest people and some of the finest artists were not what you would call clever.—*Mr. Stacy Aumonier.*

The miners are in no way responsible for, or parties to, the robbery of the people by the extravagent prices at present being charged for coal.—*Mr. J. A. Cook* (Miners' Federation).

I regard almost anything as better than the rejection of the Dawes Report or a refusal to allow a loan to be issued here at the same time as in other countries concerned.—*Mr. A. Chamberlain.*

CHINA'S FIGHTING CAPACITY.

A PLEASING FABLE EXAMINED.

We wonder who the optimist was who first propounded the pleasing fable that the Chinese are a nation of pacifists. Whoever he was his characterization, though contradicted by records of history and facts of experience, is still believed in by the majority of mankind and is assiduously propagated by that mass of unthinking humanity, who, in the words of a once famous orator, are "indebted to their memory for their wit and to their imagination for their facts." Chinese history is a record of wars as sanguinary as those of the most pugnacious nations of the West. Every schoolboy knows the stirring tales of "the fighting states" and even the country yokel is familiar with the names of the great warriors of that epoch for he sees them portrayed on the stage or hears their fame told in story and song by the strolling story-teller in the village teashops. About this time (200 A.D.) lived Kwan Yu who, more than a thousand years afterwards, was canonized as the god of war. After winning fame as the Chinese *beau ideal* of knightly chivalry he was beheaded by Sun Chuan, who became King of Wu (Kiangsu) and was the first ruled who made Nanking his capital. Kwan Yu's picture may be seen in many of the shops on our streets and in the homes of the people. He appears a bronzed and bearded hero, guarded by a savage-looking warrior who stands behind with a gigantic sword in his hand. It would not be fair to saddle the Chinese with the atrocities committed by the Mongol hordes at the beginning of the 13th century, but those who are inclined to belittle the fighting capacity of the Chinese should remember that Genghis Khan and the other founders of the Yuan dynasty carved out an Empire and conducted campaigns in comparison with which the achievements of Alexander and Caesar were trivial and their conquest almost parochial.

The prevalence of banditry in China is no new thing. Bob Roys and Robin Hoods abound in Chinese legend, and authentic history contains records of men of this class who seized the throne and ruled the country wisely and well. Han Kao Tsu, the first ruler of the Han dynasty, is a case in point. His fame is such that to this day every Chinese is "a son of Han" though it is nearly two thousand years since the bandit chief became an Emperor. Chu Hung Wu, who overcame the Tartar dynasty and founded that of the Ming, in 1368, had a similar origin and he is gratefully remembered by his countrymen because he delivered them from the yoke of the hated outlander.

The northern Chinese is usually credited with being a better soldier than men of the south but the clan fights of Southern China are notorious for their bitterness and implacability. They have been carried across the Pacific and contribute a lurid chapter to the early history of California. It is true that in more recent years the Chinese soldier has rarely distinguished himself in battle, but there are two facts that explain, if they do not excuse, apparent pusillanimity. First, he is recruited from the lowest stratum of the people, and is always underpaid as well undertrained. Second, in his encounters with foreign foes, he has invariably borne inferior weapons to those with which his opponents were armed. This inferiority is less marked now than in times past and must be regarded as a diminishing quantity. If China has an army of a million men under arms, as many good judges believe, three quarters of the host may be regarded as negligible. But that leaves a quarter of a million well fed, well drilled and well equipped troops with which an enemy would have reckon. This may be a matter of gratulation to the Chinese but it has its sinister side. It means that war to-day is infinitely more deadly and exacts a heavier toll both in men's lives and the costs of armaments than the struggles of the past. The possession of a powerful army is, as the Kaiser discovered ten years ago, a strong temptation to make war. The present war illustrates this. The question in dispute is no more difficult of adjustment than, say, the Ulster boundary question. Yet the opposing factions have rushed into war and other military chieftains, north and south, have hastened to blow the trumpet for battle. How much blood must be shed, how much treasure wasted and how much misery inflicted on the people before counsels of peace prevail no one can foretell but it is impossible, in view of these facts, still to credit the Chinese people with a pacific temperament.—*North China Daily News.*

SAYINGS OF A WEEK.

Worry is a form of blasphemy.—*Mr. Eustace Miles.*

I believe in Art for Life's sake.—*Mr. Compton Mackenzie.*

There will be no further revolution in Europe for many a long year.—*Mr. J. T. W. Newbold.*

There is great virtue in a Latin prescription; it looks very like an exorcism.—*Dean Inge.*

The man who pays the slightest attention to public opinion should at once see a mental specialist.—*Lord Dewar.*

Credit depends on good faith fortified by the sanction that if faith is broken the breaker cannot borrow again.—*Mr. E. Hilton Young.*

As Christianity becomes once again intellectually respectable, the main hindrance to its revival will be removed.—*The Bishop of Birmingham.*

THE PROPOSED LOAN TO RUSSIA.

MANCHESTER BANK'S VIEW.

IMPORTANCE OF FOSTERING OUR EXPORT TRADE.

At the close of an address on "Problems of foreign exchange" before the Manchester Rotary Club, recently, Mr. A. C. Booth, manager of the foreign branch of Barclay's Bank in Manchester, replied to questions relating to the projected loan to Russia and the finances of Germany.

Mr. Booth was asked whether in banking circles it was considered that a loan to Russia would be advantageous, and in what way. Mr. Booth replied that this country was dependent on its export trade, and to secure admission for our exports we must naturally import a similar quantity of goods. But a large portion of the world, including Russia and Central Europe, and to lesser extent India and China, had not been in any position to trade during the last four or five years. It stood to reason, he thought, that if we could get that part of the world trading again and on its feet, it would be for the benefit of the whole world, including this country.

As for the question whether it would be advantageous to grant a loan to Russia, the answer was dependent on the settlement of pre-war debts and on how long the present Soviet Government was going to last. If the world could see that Russia possessed a stable government, he did not think there would be any hesitation in this country to lend Russia what she required, provided we were satisfied with the security she offered.

Mr. Booth was also asked whether he thought the German Government had debased its currency deliberately, in order to get rid of its national debt. In answer to this, Mr. Booth said they all knew that the German people were very clever in industry as well as in finance. So long as the world had confidence in the German mark as it stood in 1914, so long did the Germans turn the printing-press round and round, creating millions of paper marks which the world absorbed. People who bought those marks had burned their fingers; in his judgment they were irretrievably lost. "Whether it was done deliberately," Mr. Booth observed amid laughter, "to wipe out national and municipal debt—I expect my views are the same as yours."

GERMAN TRADING.

The German people knew, naturally, that there had to be some settlement of the reparation problem, did not know in this country, even with and that settlement had just been started by the action of the London Conference. But though the Germans might be very fortunate in having got rid of a great proportion of their national and internal debt, it must be remembered that if they were to carry out the provisions of the Dawes Scheme, they had a load round their necks for the rest of his hearers' lives. As a result of the steps taken in Germany to stabilise the mark, the internal conditions of the country, speaking broadly, were such as we did not know in this country, even with our million unemployed. A great many of the German industrial concerns had had to take advantage of a moratorium, otherwise they could not have carried on, owing to the restriction of credit.

In the last few months big demands had been made on this country from Germany for accommodation of one sort and another. He had had personal experience of Germans selling goods in Manchester. They had no use for marks, which had no external value, and if they must import they must naturally find the currency to pay for their imports. They had therefore built up foreign balances in various countries. The Germans who had sold goods in Manchester had allowed the sterling to remain to the credit of their account in Manchester; they did not want it in Germany.

THE GOLD STANDARD.

In the course of his address on the foreign exchanges, Mr. Booth said it was fairly generally accepted that it would be inadvisable for Great Britain to consent to any devaluation of the pound sterling, but it was not possible for sterling to return to par with the dollar until the American and British price levels were approximately equal. Some people recommended that we should by drastic deflation make an immediate effort to force prices down to the American level, and thus pave the way for an early return to the gold standard. On the other hand, it was recommended that we should be entirely indifferent to exchange movements and simply concentrate upon securing stability in internal prices.

His own view was that there was a middle course. There seemed to be no doubt that gold was the only acceptable medium which the countries of the world were prepared to consider as a basis for international settlements, and on this account alone the ultimate restoration of the gold standard seemed to be the only practicable and final solution of the problem. But although he felt strongly that the restoration of the gold standard must be our goal, he felt equally convinced that it would be undesirable unduly to force the pace. In view of the distinct probability of a rise in American prices, it was quite conceivable that sterling might return to par on the basis of the existing British price level; and as Europe generally was a large debtor to America, there was much to be said for the view that it would be more desirable for gold prices to be raised to the British level, rather than that British prices should fall to the present gold level. But although we must guard against any premature return to the gold standard, we must not neglect any reasonable opportunity for improving our position, nor should we allow ourselves to lose any of the ground we had already won.

(Continued on next Column.)

Fearing, however, that there was no prospect of an early return to the gold standard, Mr. Booth said he thought a more practical question at the moment was the extent to which the European countries would take steps to devalue currencies which could not hope to return to par, and would endeavour, by means of credit operations otherwise, to maintain a fairly constant ratio to sterling or the dollar. Fortunately, the general outlook on the Continent showed signs of improvement, and the rapidity with which reforms had been effected in several countries showed that the position could quickly be improved once fundamental principles were recognized and applied.

Once budgets were balanced and sound conditions re-established, the main cause of exchange fluctuations quickly disappeared. A few of the European countries would be able to re-establish the pre-war parity of their currencies, but many would have to devalue, and Mr. Booth urged that where a currency had been heavily depreciated the sentimental objections against devaluation should not be allowed any weight, compared with the great desirability of obtaining stability in the future.—*Manchester Guardian.*

THE AFTERMATH OF THE CANTON TRAGEDY.

[FROM OUR CHINESE CORRESPONDENT.]

The property of Mr. Wong Chung Tao, president of the Chamber of Commerce at Fatshan, and a great number shops of the same city were seized by the Reds of Dr. Sun Yat Sen's Kuomintang Government on October 22nd, after the armistice signed on October 18th.

The Volunteers in Fatshan agreed to lay down their arms on October 18th without a struggle in order to save the city from destruction and its citizens from a massacre and also upon an assurance on the part of the Reds that surrender of the Merchants was all that was desired.

To again surround Fatshan after the withdrawal of the Volunteers who have already laid down their arms to save the city from destruction and preserve the life and property of the citizens is described in Volunteer circles as treachery such as only Dr. Sun's Reds would commit.

Business men still clinging to Canton are not permitted to post outside their looted shops, for information of their patrons the notice: "Shops looted; business suspended temporarily."

Mr. Foo Ping Sheung, a Hongkong University graduate, who has been for the last two years Superintendent of Customs in Canton under Dr. Sun Yat Sen's Kuomintang Government, has resigned. This is said to be in connection with the difficulty of carrying out the order to seize the Customs Administration from the foreign staff who actually conducts the Maritime Customs under the Peking Government. It is stated that the more important documents of the Customs House were some time ago removed to Shameen for safety, and since the massacre, even papers of less importance have been transferred to the foreign concession for safe-keeping.

THE APE-MAN OF JAVA.

"UNDOUBTEDLY" HUMAN."

Pithecanthropus erectus, the mystery "man" of Java, discovered some 30 years ago by Dr. Eugene Dubois, is represented in the British Museum of Natural History by a cast of a portion of the cranium and of two teeth. There is probably no individual skull, or rather portion of skull, about which there has been so much controversy, anthropologists being divided as to whether the specimen represents the remains of an early ancestor of man or of a collateral or of a gibbon. All anthropologists agree, however, in recognizing the extreme interest attaching to Dr. Dubois' discovery, and look on it as a vital "document" in the anthropological record.

The addition to it of those other meagre fragments of fossilized bone which were found by Dr. Dubois near the cranium, and which are believed by him to be derived from the same animal, would be a welcome accession to any museum and would add very materially to the collection of remains now preserved at the Natural History Museum.

A LOW TYPE.

Except for a brief exhibition of them shortly after the discovery, the fossils had been kept in seclusion by Dr. Dubois at Haarlem, Holland, until last summer, when representatives of the United States National Museum and American Museum of Natural History were allowed to view them. Dr. Ales Hrdlicka, of the National Museum of America, urged on Dr. Dubois the advisability of having accurate casts of the skeletons on that side of the Atlantic, and he has just received word that casts, made by Dr. Dubois himself, of Pithecanthropus' calvarium, endocranial cavity, femur, three teeth and mandibular fragment, are being shipped there. Another set has been made for the American Museum of Natural History at New York.

Dr. Hrdlicka states that on the basis of his examination of the original remains, the creature they belonged to was undoubtedly human, but of a very low type. He regards as unlikely that Pithecanthropus was a direct ancestor of modern man, and he thinks that more likely he represented a collateral race—a sort of great-great-great-uncle long since extinct. The new cast of the skull is described by Dr. Hrdlicka as being much more accurate than the one which was made some years ago, and which, apart from two teeth, was the only existing replica of any of the remains. The casts of the brain cavity, of the thigh bone, of the jaw bone, and of the third bone, which comprise all of the remains thus far found, are the first casts of these parts to be made.

THE PRIME MINISTER'S MOTOR CAR.

MR. MACDONALD INTERVIEWED.

In an interview at Lossiemouth Mr. Ramsay MacDonald gave a personal explanation of the allotment to him on March 12th of 30,000 £1 shares in McVitie and Price, of which Sir Alexander Grant, who was created a baronet in June, is the managing director and the controlling shareholder.

The shares, the Premier stated, represented the endowment of a Daimler motor-car with which Sir Alexander presented him, and at his (the Premier's) death they would revert to the Grant family.

"I am sick at heart to have to talk of this," said Mr. MacDonald, "but I must protect my dear old friend in the enjoyment of the honour which the King so worthily bestowed upon him and with which this act of personal kindness to myself had as much to do as the man in the moon."

OLD FRIENDSHIP.

The allotment of the shares, the Premier explained, really represented an incident in a very old friendship. Everyone in the north of Scotland is aware of the close friendship which exists between the two men. Both of them are Morayshire men, born close together in the poorest of circumstances, one in Forres and the other in Lossiemouth, and Sir Alexander's father and the Premier's uncle were both guards on the Highland Railway.

Sir Alexander has for years been a regular visitor to Lossiemouth, of which he is very fond, and there, of course, his friendship with the Premier has ripened.

When Mr. MacDonald became Prime Minister, although the two were at opposite poles in politics, the proudest and the happiest man in Scotland was Sir Alexander, and when they met shortly afterwards Sir Alexander declared that his contribution to the Premier's comforts would be a Daimler motor-car.

"I explained," said the Premier, "that I would have been content with hiring one, as when I left office I would probably be a poorer man than I had been.

"I WILL ENDOW IT."

"'But I will endow it,' rejoined Sir Alexander.

"Still I was unwilling," added the Premier. "I did not fancy myself as the owner of a motor-car. It was against the simplicity of my habits. I took a long time to be persuaded, and letters are in existence which reveal the minds of both of us. In the end I agreed with this arrangement:

"'A sum of money was to be invested in my name, and the income I am to enjoy during my lifetime, so long as I keep a car, and at my death it is to revert to Sir Alexander Grant or his heirs.

"This is the full story of the incident," concluded the Premier, who gave the information with the utmost willingness.

SIR A. GRANT'S STATEMENT.

A representative of the Press Association interviewed Sir Alexander Grant with regard to the endowment he has provided for a motor-car for the Premier, Mr. Ramsay MacDonald.

Sir Alexander said:

"Mr. Ramsay MacDonald is a very old friend of mine. I have felt for him always the affection of a brother. He is a fine type of man, God-fearing, straight, and without any humbug.

"He stayed with me in Edinburgh shortly after he became Prime Minister, and I noticed he was looking ill. The fact was he was working too hard, and there was newspaper comment at the time upon his apparent ill-health.

"I felt that he was taking too much out of himself, and this was confirmed when I heard that he was travelling about by the Underground Railway. For instance, on the night when he delivered his fine speech at the Pilgrims' Dinner it had been arranged that after he left the hall he should take a train to Baker-street and travel thence by the Metropolitan Railway to a point near Chequers, whence he was to go on by a Ford car.

"I remonstrated with him about the way he was using himself, urging that it was not fair, and I offered to give him a motor-car.

"Mr. MacDonald then replied, 'I might be out of office to-morrow, and then could not afford to keep a car.'

"'Will you accept a car from me?' I asked, and I offered to set aside sufficient shares to pay the expenses of a motor-car on condition that the shares should revert to myself or my heirs.

"Mr. MacDonald's reply was: 'There are few people that I would accept such an offer from, and you are one of the three men from whom it is possible for me to take it.'"

Sir Alexander added that the figure of 30,000 shares was arrived at after considering what sum would be necessary to clear the car of all expenses, including income tax and super tax. The 30,000 Preference shares would give Mr. MacDonald no influence in the business of the firm, as Preference shareholders were expressly debarred from taking any part in the management.

It will be many years before India will be able to do without Englishmen of good class in the districts.—*Sir Charles Innes.*

I have yet to learn that a trust run by the Miners' Federation is better than a trust run by anyone else.—*Mr. Lloyd George.*

In the long run a high standard of professionalism in the best sense among journalists would secure better pay than all the trade unionism in the world.—*Mr. Frederick Peaker.*

Public doles, Poplarism, strikes for increased wages, limitation of output, not only are not Socialism, but may mislead the spirit and the policy of the Socialist movement.—*Mr. Ramsay MacDonald.*

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PRINCE IN THE ROCKIES.

HIS SPACIOUS LOG-CABIN HOTEL.

After his brief stay at his Alberta ranch the Prince of Wales will visit a beauty spot in the Canadian Rockies that he has never seen before, says a writer in a home paper. Jasper National Park, the largest game sanctuary in the world, extends over 4,400 square miles, nearly double the size of Devonshire.

The Prince is going to stay at Jasper Park Lodge, the delightful chalet hotel on the shores of Lac Beauvert, only opened up last summer by the Canadian National Railways. The revolving panoramic model of the hotel at Wembley gives very little idea of its real charm. Most tourists who stay in the Canadian Rockies go to Banuff, the beter-known beauty spot on the beaten track, where there is an hotel that looks like the Ritz, and prices prohibitive for most of us. Jasper is considerably to the north, and deserves to be better known, for it is one of the favoured spots of the earth for a real holiday.

I was fortunate in spending a few days there last summer, and in seeing the start of the boundary survey party that was to make the final boundary on the heights of the Rockies between Alberta and British Columbia. If you have travelled across Canada and Winnipeg has been the last place you stayed at, your first impression of alighting at Jasper will be thus: "Why, it is just like the films." Hard by the little station platform is a huge totem pole, rudely painted and gaudily carved, weirdly reminiscent of the mysticism of the Red Indian. True, there are no Indians in paint and feathers on the platform—they wear shirts and trousers these days—but there are men in sombreros and the rough woolly or the smooth leather "chaps" that we have seen them wearing on the films. They wear beaded or embroidered coats, too, and altogether are most picturesque, but lack the shooting irons and film-habit of their frequent use.

Another impression is that the mountains are not so high as in Switzerland. True, but the whole effect is vaster, mightier and less crowded together. In Switzerland, you must either go up or down, you cannot go far on level ground; but here you are perched high on a plateau, and you can walk or ride for miles on practically level motor roads or trails.

After a three-miles drive you arrive at the hotel, which is entirely in keeping with its surrounding. No palace here, but spacious log bungalow, with flower-decked porch, where you dine overlooking the lake. Each family or party has its separate bungalow, entirely detached, a delightful arrangement that makes for privacy. It looks like a log cabin, but it has its own bath-room, telephone, electric light, and even central heating, for the nights are sometimes cold.

Few Canadian women wear skirts in the mountains, neat knickerbooker suits being preferred for riding and "hiking," as they call their long tramps. Of sporting joys I cannot speak, but wandering through forests of jackpine or spruce there are wonderful wild flowers to rejoice the heart of the botanist; there is bathing and canoeing in the lakes; there is joy and beauty everywhere; but best of all is the pure tonic freshness of the mountain air, and the abiding calm that restores the tired spirit and gives it new life.

THE REALISTIC SEX.

WOMEN AND POLITICS OF THE FUTURE.

The average woman (says Lady Asking talked to and over-persuaded by politicians, the less accessible to broad common sense than the average man. But she is coming along fast. She listens, she cogitates, she turns the whole strength of her piercing if not broad vision on the subject in hand. Women are, in my experience, far less easily fooled with words than men are. They agree with a famous General of my acquaintance who told me that when being talked to and overpersuaded by politicians, he used to put a glass in front of him.

"This is a glass," I say to myself. "They will prove to me that it is a mirror, a jug, a basin, anything you like. But in the middle of the whirling argument I keep my mind fixed on the fact I know. 'This—is—a—*glass*'"!

Listen to almost any politician's speech nowadays. It is composed of hopes, fears, beliefs, appeals. The bulk of women will, I believe, demand more and more from their speaker *facts* and *figures*, and they will formulate the hopes and beliefs for themselves.

Yes, things are difficult for women. They have their advantages, of course. It is much easier for a woman speaker to get herself listened to than an average man. Almost any audience in England, anyway—will be kind to her. The most Socialistic one will laugh at your jokes, allow you to chaff them, and listen with pleasant attention to your sarcasm. But you feel a sort of waning all the time that they are so pleasant because they are *not* taking you *very* seriously. I *don't* know a more annoying feeling. One longs sometimes to shake them out of their good-humoured tolerance and sense of superiority. Chivalry, like charity, covers a multitude of sins.

We are governed to-day by our stomachs, which direct our social conventions and religion.—*The Rev. A. Wellesley Orr.*

The world has taken the word luxury, which used to be considered one of the seven deadly sins, and made it one of the chief things to be desired.—*The Bishop of Truro.*

Profiteering has become universal, and action has shown a deplorable tendency to centre in self. The evil has not been confined to the classes generally designated as "profiteers," but has infected all sections.—*The Prime Minister.*

GRAMOPHONE LIBRARIES.

Mr. Patrick Collins, M.P., in a letter which appeared in the *Times* recently, has put forward a proposal which will arouse the interest and enlist, the London journal thinks, the support of lovers of music in general. He takes note of the fact that upwards of 65,000 persons had attended the admirable gramophone concerts which are among the attractions of the Exhibition at Wembley—a striking symptom, as he says, of "a remarkable public craving." His suggestion is that "those who control our public libraries might do well to examine the practicability of setting apart rooms where the best music could be rendered free by gramophone." The *Times* comment on the suggestion is: The idea in itself appears to us quite excellent. The provision of such music would be a natural and most valuable development of that purpose of culture for which public libraries have been established, and would bring good music, worthily rendered, within the reach of very many who are without the means of enjoying the purest of pleasures. The cost would be inconsiderable, for the payment of one attendant to operate the instrument at certain times would be the only item of continuing expenditure. As to practicability, the provision of a suitable room in a library building would seem to be the main difficulty; and it is one which any enlightened library committee might well bestir itself to overcome. As to the quality of gramophone music, it leaves nowadays nothing to be desired. As Mr. Collins observes, the gramophone used to be "but a toy, and a somewhat unpleasant one at that; while to-day there is not a true music-lover who does not treasure it." We may add that it is already used very largely for purposes of music teaching; for instance, at the Royal College of Music, and in the music instruction at the University of Wales, it is found indispensable. There can be no question, then, about the value of the gramophone in point of musical production. As for the principle of public buildings being used for the provision of free concerts, it may be recalled that both the South Kensington Museum and the National Gallery, to name no other cases, have recently opened their doors to concert-parties organised by the League of Arts and the Royal College for the musical delectation of the public. Mr. Collins's proposal, we hope, will be seriously considered by those authorities to whom it is addressed. It holds out to tens of thousands throughout the country the hope of a means of enjoyment which is at present denied to them, and for the pursuit of which not the most rigid of censors could have anything but commendation.

EVERY LOVE AFFAIR IS UNIQUE.

Ward Muir writing in the *Daily Mail* says:

I suspect that it is all the fault of "How to be Happy though Married."

This estimable work achieved such a success that, ever since its appearance, vast numbers of authors have conceived the bright idea of writing books and articles giving advice to lovers and to would-be husbands and wives.

Not everybody is married. But practically every adult is, or has been, in love. Well, can any adult honestly assert that he or she ever profits by the advice articles above mentioned?

Can any sane male, for instance, declare that a single one of these articles assisted him in a love affair, alleviated the pangs of his sufferings, or threw a useful light on the unique problem he had to tackle?

Unique—that is where the advice-givers are astray. *Every love affair is unique.*

The advice-giver who has just emerged (or failed to emerge) from a love affair and immediately writes an article based on what he has learnt (or thinks he has learnt) may compose an extremely interesting discourse. But, in dissecting his own love affair, he is helping no one but himself.

The anxious young lovers who turn to his sermonette for guidance in their particular perplexities will be sent empty away. His love affair, mysteriously, did not resemble their love affair.

Flirtations may be all alike, but love affairs are all different.

There is a typical flirtation but there is no typical love affair. This is because flirting is a convention, but falling in love is not a convention. Falling in love has not rules and a technique. You can do it—and do it dreadfully well—the first time you try, or rather, do not try, inasmuch as it is, of course, not a feat which can be pulled off by taking thought beforehand.

You can fall out of love with equal facility, but not in consequence of any tips culled from an advice-article.

Warnings are useless. It is sadly significant that "How to be Happy though Married" goes on selling, while a book called "Beware of Love" would have no sale at all.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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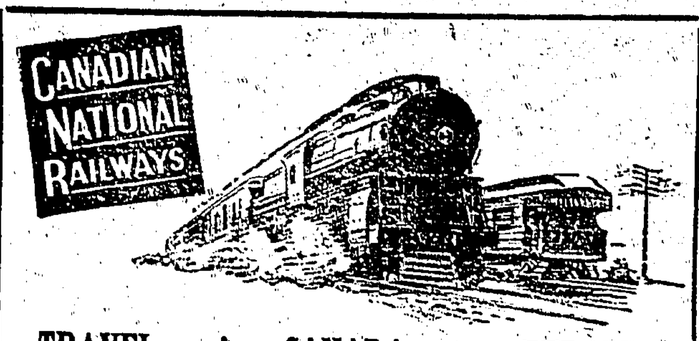

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"LONDON MARU" — — — Tuesday, 4th Nov.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"CHICAGO MARU" — — — Monday, 24th Nov.

BOMBAY via Singapore and Colombo.
"ALPS MARU" — — — Tuesday, 4th Nov.
"CELEBES MARU" — — — Thursday, 20th Nov.
"HONOLULU MARU" — — Monday, 1st Dec.

BANGKOK via SAIGON.
"BUSHO MARU" — — — Saturday, 1st Nov

CALCUTTA via Singapore, Penang & Rangoon.
"HAGUE MARU" — — — Sunday, 26th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"AFRICA MARU" — — — Friday, 14th Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS.
"INDO MARU" — — — Friday, 24th Oct.
"HONOLULU MARU" — — Thursday, 30th Oct.
"BORNEO MARU" — — Sunday 2nd Nov
"ALTAI MARU" — — — Monday, 10th Nov.

KEELUNG via SWATOW & AMOY.
"AMAKUSA MARU" — — — Sunday, 26th Oct., 11 a.m.
"KAIJO MARU" — — — Thursday, 6th Nov., 11 a.m.

TAKAO via SWATOW & AMOY.
"KOTSU MARU" — — — Thursday 4th Nov.

TAKAO & KEELUNG
"BATAVIA MARU" — — Sunday, 26th Oct.

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TJIPANAS	JAVA	23rd Oct.	—	—
TJIKARANG	BATAVIA	24th "	30th "	SHANGHAI & NORTH CHINA
TJISONDARI	NORTH CHINA	27th "	29th "	JAVA via BATAVIA
TJIKINI	S'HAI. & AMOY	4th Nov.	10th Nov.	MAKASSAR & SOERABAIA
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	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S.	"Panama" ...	—	2nd December
M/S.	"Afrika" ...	6th November	16th December
M/S.	"Malaya" ...	10th December	—
M/S.	"Annam" ...	1st January	—
M/S.	"Australien" ...	2nd February	—

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THE WALKER GOLF TROPHY.

BRITISH PLAYERS BEATEN IN AMERICA.

The international golf contest for the "Walker" Cup resulted on September 14th in a victory for the United States.

America won the singles by six matches to two, and having won three of the four foursomes on Friday secured the cup by nine matches to three. The victors in the singles for Britain were:—Michael Scott, who beat Jesse Sweetser by seven and six, and Cyril Tolley, who beat Max Marston by one hole.

The scores sent by Reuter were:—

UNITED STATES.

	Matches.
Max Marston	0
Jones (4 and 3)	1
Evans (2 and 1)	1
Quimet (1 hole)	1
Sweetser	0
Gardner (3 and 2)	1
Guilford (2 and 1)	1
Willing (3 and 2)	1
Total	6

GREAT BRITAIN.

	Matches.
Tolley (1 hole)	1
Hezlet	0
Murray	0
Storey	0
Michael Scott (7 and 6)	1
Hope	0
Torrance	0
Kyle	0
Total	2

With the conclusion of the first eighteen holes in the eight matches, America held a slight advantage of three games to two, with three square. The Hon. Michael Scott, who was instrumental in securing Britain's only win in the foursomes, played surprisingly well, and finished the round five up on Jess Sweetser. In the other games Chick Evans was one up on W. A. Murray, Robert Gardner, the American captain, was three up on W. L. Hope, and Dr. Willing two up on Denys Kyle.

The result of the foursome matches which had been decided the previous day was as follows:—

UNITED STATES.

	Matches.
Francis Ouimet and Jesse Guilford (2 and 1)	1
Robert Gardner (capt.) and Max Marston (3 and 1)	1
R. T. Jones and W. C. Fownes	0
Jesse Sweetser and H. R. Johnstone (4 and 3)	1
Total	3

GREAT BRITAIN.

	Matches.
C. J. H. Tolley (capt.) and Major C. O. Hezlet	0
E. F. Storey and W. A. Murray	0
Hon. Michael Scott and Robert Scott, jun. (1 up)	1
T. A. Torrance and O. C. Bristowe	0
Total	1

WHERE RACEHORSES ARE BORN.

Cavendish Hope writing in a London paper says:

The Sledmere Stud, near Malton, in Yorkshire, is the most famous breeding place for racehorses in the world, and the sales of the Sledmere yearlings at Doncaster every autumn have become landmarks in the history in the Turf, for no other stud has ever realised such prices.

Last week the tradition was well maintained by Lady Sykes, who has carried on the stud since the death of her husband.

For a hundred years and more Sledmere has been a chosen quarter for the British thoroughbred. The accommodation is unsurpassed anywhere. There are fields and paddocks of every size, wonderful ranges of comfortable stables and sheds, and an abundance of shade and water for the mothers of future Derby winners and their young children.

The old Sir Tatton Sykes, great-grandfather of the present baronet, loved horses for their own sakes, and sales were a secondary consideration. He was too fond of them. He kept too many, and, as he declined to part with the fillies, the paddocks soon became overcrowded. Only one classic winner, oddly enough called "Sir Tatton Sykes," rewarded the great Yorkshireman for what was really the devotion and work of a lifetime, and that honour did not come to him until he was 74.

His son determined from the first that Sledmere should not be overstocked again. He limited his stud mares to a certain number, and made up his mind to keep no stallions.

Two of the earliest purchases for the stud were sensational, 12,600 guineas being paid at auction for La Fleche, and the comparatively small price of 3,000 guineas for Plaisanteric.

La Fleche must have produced nearly £40,000 by her children, while Plaisanterie, who was shot in 1906 at the ripe age of twenty-five, was the mother of offspring which brought the Sledmere stud a sum of nearly £20,000.

Mumtaz Mahal was born at Sledmere and sold by Lady Sykes for 9,000 guineas to the Aga Khan, and now, after two years on the racecourse, in which she has won for her lucky owner nearly £14,000 in stakes alone, she is retiring from active racing to go to the stud.

Few people realise the amount of money which is made by a thoroughbred after his short racing career is over.

The Tetrarch, for whom a stud fee of 500 guineas is charged, must have earned more than £100,000 for his fortunate owner. Stallions generally live to a good age and are frequently active when more than twenty years old.

FIRST EDITIONS.

A CRAZE WHICH IS EXCLUSIVELY MODERN.

Are First Editions worth buying? asks a writer in a London literary weekly. The answer to the question will depend upon whether one regards books from the point of view of a collector or a reader, the paper states.

There is no reason why a lover of literature should not also be a collector of rare and curious editions, but the craze for possessing first editions is not, in itself, an indication of literary taste. The literary man, pure and simple, may be glad to have the first edition of a particular book because it contains passages omitted in later editions, or because, when revised editions have been published, it is of interest to him to compare the earlier and the more mature thoughts of the author. But a first edition, as such, makes no special appeal to him.

Up to about a hundred years ago, and perhaps even later, first editions not only had no particular value, but, in the eyes of many critics and students, were worthless when a later edition was available. A new edition was held, in fact, to supersede all earlier ones. The theory was perfectly sound. A first edition, in the days when the publication of a book was more of an event than it is to-day, was somewhat in the nature of a "try-out."

If the sales showed that the book suited the public taste, it was up to the author to correct, revise and amplify his work in a later edition. So universal was this practice that it was not uncommon for readers in the seventeenth and eighteenth centuries to delay purchasing a book until a second edition was available.

This was a little hard on the poor author, and no doubt resulted sometimes in the non-appearance of a second edition. Bayle, the celebrated critic of those days, remarked on the practice, condemning it on the ground that the student who waits for a more useful or revised second edition before reading the first, shows himself but a sluggish seeker after knowledge. That criticism would hardly apply to-day!

PRICES TO-DAY.

Of late years, the pendulum has swung in exactly the opposite direction. First editions have now a real market value in themselves. And the craze for collecting them has now spread to such an extent that first editions of books by living authors are eagerly sought for and command extraordinarily high prices.

The earlier works of such noted authors as Conrad, Masefield, Galsworthy, A. E. Housman, Dunsany and Flecker—to mention only a few—possess, if in first editions, a market value which, though naturally fluctuating, maintains a fairly high level. And everybody knows how eagerly collectors compete for the original paper-backed editions of Kipling.

At the present moment the craze for owning rare first editions shows no sign of abating. Nor will it abate while the American millionaire buyer remains in the field. There is more than one second-hand bookseller in London who specialises in first edition of modern authors, and there is in existence a "First Edition Club," on whose list of members figure some eminent names in the literary world.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

MANILA	"YUENSANG"	Saturday,	25th Oct., 11 a.m.
SHANGHAI via SWATOW	"TAKSANG"	Sunday,	26th Oct., 7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	26th Oct., 10 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Monday,	27th Oct., Noon.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday,	29th Oct., 7 a.m.
MANILA via AMOY	"SUISANG"	Saturday,	1st Nov., 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday,	1st Nov., 3 p.m.
SHANGHAI via SWATOW	"FOOSHING"	Sunday,	2nd Nov., 7 a.m.
BANGKOK via SWATOW	"KWAISANG"	Monday,	3rd Nov., Noon.
TIENTSIN	"CHIPSHING"	Wednesday,	5th Nov., Noon.
KOBE via MOJI	"NAMSANG"	Saturday,	8th Nov., 7 a.m.
SANDAKAN	"HINSANG"	Saturday,	8th Nov., 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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"CARMARTHENSHIRE"	13th Nov.	"GLENGARRY"	—	18th Nov. London, Rotterdam and Hamburg.
"CARNARVONSHIRE"	27th Nov.	"GLENAPP"	—	6th Dec. London, Rotterdam & Hamburg.
"GLENTARA"	14th Dec.			

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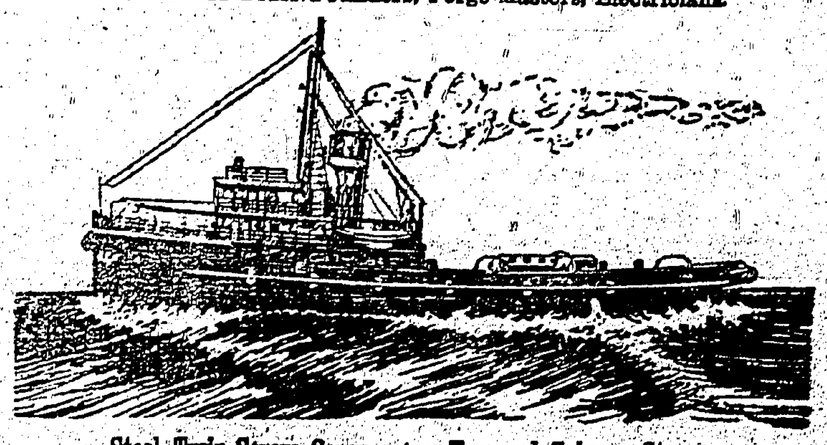

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SHIPPING NEWS

ARRIVALS.

October 22nd.

Haitan, British str., 1,183 tons, Capt. J. M. Anderson, from Singapore and Amoy, with a general cargo, lying at buoy No. C39.—Man Wing S.S. Co.

Kinuyama, British str., 1,555 tons, Capt. R. F. Mitchell, from Singapore and Amoy, with a general cargo, lying at buoy No. B15.—B. & S.

Lee Sang, British str., 972 tons, Capt. T. Croft, from Manila, with a general cargo, lying at buoy No. C37.—Jardine, Matheson & Co.

Lachaw, British str., 1,...5 tons, Capt. F. M. Dillon, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Taiko Maru, British str., 1,9... tons, Capt. D. Williams, from Tjilatjap, with a cargo of sugar, lying at Quarry Bay.—B. & S.

October 23rd.

Chak Sang, British str., 1,470 tons, Capt. C. D. Nicoll, from Bangkok, with a general cargo, lying at buoy No. C35.—J. M. & Co.

Chekiang, British str., from Canton, lying at buoy No. C19.

Gittero, Norwegian str., 726 tons, Capt. E. Tvedt, from Samarinda, with a cargo of coal, lying at buoy No. B51.—Samarinda Coal Co.

Hsinchang, Chinese str., from Canton, lying at C.M.S.N. wharf.

Lerke, Norwegian str., from Canton, lying at buoy No. C17.

Oldenburg, German str., 5,197 tons, Capt. Ch. Karberg, from Shanghai, with a general cargo, lying at buoy No. A25.—Arnhold & Co.

Pitanning, British str., 1,168 tons, Capt. H. C. Kiddle, from Hoihow, with a general cargo, lying at Stonecutters.—Cheong Yue S.S. Co.

Seang Bee, British str., 3,764 tons, Capt. R. S. Connolly, from Rangoon and Singapore, with a general cargo, lying at buoy No. A30.—Luen Kee Hong.

Sinkiang, British str., from Canton, lying at buoy No. B9.

Tak Sang, British str., 977 tons, Capt. W. J. Book..., from Shanghai and Swatow with a general cargo, lying at West Point wharf.—J. M. & Co.

CLEARANCES.

October 23rd.

Chekiang, for Swatow.
Hai Hong, for Swatow.
Hoi Nam, for Kwang Chow Wan.
Hsinchang, for Amoy.
Hydrangea, for Swatow.
Kwangfoon, for Canton.
Kronprinsolav, for Bangkok.
Lerke, for Keelung.
Lingshan, for Canton.
Oldenburg, for Manila.
Sinkiang, for Swatow.
Tak Sang, for Canton.
Tasmanian, for San Francisco.
Tientsin, for Canton.
Tungshing, for Swatow.
Van Overstraten, for Singapore.

PASSENGERS.

DEPARTURES.

Per s.s. *Empress of Asia*, on October 22nd:—Mr. A. J. Brown, Miss B. M. Brewer, Mr. W. B. Buma, Mr. A. R. Bartlett, Capt. L. W. Bennet, Mr. E. Bay, Mrs. J. A. Berthet, Mr. C. Cleary, Mr. Chang Kong, Mr. F. Carmona, sr., Mr. F. Carmona, jr., Lord Cunliffe, Mr. and Mrs. S. F. Chubb, Mr. Chui Yan Chuen, Mr. Chan Fuk Shun, Mr. R. A. Camidge, Mr. Geo. E. Costello, Mr. and Mrs. F. J. de Meritt, Mr. A. Davy, Mrs. D. Ely, Mrs. M. G. FitzGerald, Mr. A. H. Ferguson, Mr. R. H. Gill, Mr. G. H. Gassoun, Mr. E. J. Haberer, Miss A. L. Hsu, Mr. J. E. Hargreaves, Mr. E. Ibsch, Mr. W. Ironside, Mr. Kwan Man Sang, Miss Anna Kok, Mr. and Mrs. J. M. Kerr, Miss M. Kerr, Mr. T. P. Lai, Mr. Luk Wing, Mr. S. H. Lo, Mr. Leung Loe Sang, Col. and Mrs. F. S. Long, Mr. H. A. Love, Mrs. Mary C. Lane, Mr. and Mrs. Leung En Tin, Mr. Lee Tse Fong, Mr. Ma Man Fai, Mr. Ma Man Hing, Miss D. Murray, Mr. and Mrs. M. Malini, Mr. P. W. Massey, Mr. D. G. Miller, Mr. A. K. Mackenzie, Mr. F. E. Man Eat, Mr. H. C. Macnamara, Mr. Izumi Nui, Miss Grace Neville, Mrs. A. Nixon, Mr. C. E. Peacock, Mr. I. Pappo, Mr. and Mrs. F. W. Pilbeam, Mr. and Mrs. Eldon Potter, Mrs. T. C. Quo, Miss E. Rynal, Miss G. Ridgley, Mr. R. U. Reid, Mr. J. S. Reis, Mr. H. Stock, Mr. Soo Ping, Major and Mrs. M. S. Sliney, Dr. J. V. Scott, Mr. N. L. Smith, Mr. E. F. L. Sturdee, Mr. L. W. Shewan, Mr. G. W. Sheppard, Mr. M. G. Sunderland, Mr. G. A. Sefershayan, Mr. A. Strok, Mr. Tan Seak, Mr. C. Tawaites, Mr. M. T. Uerbschleb, Mrs. Wong She, Mr. Wong Ming, Mr. Wu Yin Ten.

VESSELS EXPECTED.

Dardanus (Blue Funnel), due to-day.
Diomed (Blue Funnel), due November 21st.
Empress of Canada, due October 29th.
Ethan Allen (Tampa), due October 27th.
Fushimi Maru (N.Y.K.), due November 3rd.
Hector (Blue Funnel), due November 9th.
Ganfa (Blue Funnel), due November 1st
Phemius (Blue Funnel), due October 29th.
President Adams (Dollar), due November 10th.
President Grant (Admiral Oriental), due October 28th.
President Garfield (Dollar), due November 24th.
President Madison (Admiral Oriental), due October 31st.
Telemachus (Blue Funnel), due November 13th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BUENOS AIRES via SINGAPORE, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
NEW YORK & BOSTON	Moorish Prince	Brit.	Prince Line	On 20th Nov.
BOSTON, NEW YORK & BALTIMORE via SUEZ	Kosmo	Brit.	The Bank Line, Limited	On 31st inst.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Wilson	Am.	Pacific Mail S.S. Co.	On 6th Nov., 10 a.m.
SAN FRANCISCO, &c.	West Carmona	Am.	Struthers & Barry	On 29th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th Nov., D.L.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	On 4th Nov., 11 a.m.
VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c.	Africa Maru	Jap.	Osaka Shosen Kaisha	On 14th Nov.
VICTORIA, SEATTLE & VANCOUVER	Talthybius	Brit.	Butterfield & Swire	On 8th Nov.
SEATTLE & VICTORIA, via S'HAI, KOBE & YOKOHAMA	Presids. Grant	Am.	Admiral Oriental Line	On 30th inst.
MARSEILLES, LONDON & ANTWERP	Kashgar	Brit.	P. & O., B. I. & A. L.	On 1st Nov., Noon
MARSEILLES, &c.	Amazone	Fren.	Messageries Maritimes	On 23rd Nov.
MARSEILLES, &c.	Chantilly	Fren.	Messageries Maritimes	On 26th inst.
MARSEILLES, &c.	Porthos	Fren.	Messageries Maritimes	On 9th Nov.
MARSEILLES, &c.	Kashima Maru	Jap.	Nippon Yusen Kaisha	On 5th Nov., 11 a.m.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	City of Glasgow	Brit.	The Bank Line, Ltd.	On 5th Nov.
MARSEILLES, LONDON, ANTWERP, R'DAM & HAMBURG	Koenun	Brit.	Butterfield & Swire	On 3rd Nov.
GENOA, HAVRE, LIVERPOOL & GLASGOW	Elberfeld	Ger.	Melchers & Co.	On 25th Nov.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Dardanus	Brit.	Butterfield & Swire	On 25th inst.
LONDON, ROTTERDAM & HAMBURG	London Maru	Jap.	Osaka Shosen Kaisha	On 4th Nov.
LONDON, HAMBURG, ROTTERDAM & ANTWERP, &c.	Glenogle	Brit.	Jardine, Matheson & Co., Ltd.	On 28th inst.
LONDON, ROTTERDAM & HAMBURG	Oostkerk	Dut.	Java-China-Japan Line	On 31st inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Morioka Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
BOMBAY via SINGAPORE & COLOMBO	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Nov., 3 p.m.
STRAITS & CALCUTTA	Takada	Brit.	P. & O., B. I. & A. L.	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	Sicilia	Brit.	P. & O., B. I. & A. L.	On 29th inst., Noon
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sardinia	Brit.	P. & O., B. I. & A. L.	On 26th Nov.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Van Overstraten	Dut.	Java-China-Japan Line	On —
SINGAPORE & BELAWAN-DELI	Persia	Ital.	Lloyd Triestino	On 6th Nov.
BRINDISI, VENICE & TRIESTE	Kanchow	Brit.	Butterfield & Swire	On 29th inst., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About —
HAIPHONG via HOIHOW & PAKHOI	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About —
KEELUNG via SWATOW & AMOY	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th Nov., 3 p.m.
SANDAKAN	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 21st Nov., 11 a.m.
AUSTRALIAN PORTS via MANILA	St. Albans	Brit.	P. & O., B. I. & A. L.	On 29th inst.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 6th Nov., D.L.
AUSTRALIAN PORTS	Toyohashi Maru	Jap.	Nippon Yusen Kaisha	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	Sardinia	Brit.	P. & O., B. I. & A. L.	On 1st Nov.
SHANGHAI, MOJI & KOBE	Karmala	Brit.	P. & O., B. I. & A. L.	On 1st Nov.
SHANGHAI, MOJI & KOBE	Talma	Brit.	P. & O., B. I. & A. L.	On 25th inst.
AMOY, SHANGHAI, MOJI & KOBE	Duschessa D'Aosta	Ital.	Lloyd Triestino	About 1st Nov.
YOKOHAMA, KOBE & MOJI	Tjikini	Dut.	Java-China-Japan Line	About 24th inst.
SWATOW, AMOY & SHANGHAI	Eastern	Brit.	P. & O., B. I. & A. L.	On 1st Nov.
MOJI & KOBE	Tilawa	Brit.	P. & O., B. I. & A. L.	On 8th Nov.
MOJI & KOBE	Isla de Panay	Span.	Botelho Bros.	On 3rd Dec.
YOKOHAMA, KOBE, NAGASAKI & SHANGHAI	Indo Maru	Jap.	Osaka Shosen Kaisha	On 24th inst.
JAPAN PORTS	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 5th Nov., Noon
TIENTSIN	Tjisondari	Dut.	Java-China-Japan Line	About 29th inst.
JAVA via BATAVIA	Hague Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
CALCUTTA, SINGAPORE & RANGOON	Leesang	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., 10 a.m.
HAIPHONG via HOIHOW	Kiangsu	Brit.	Butterfield & Swire	On 26th inst., Noon
AMOY, SWATOW & SINGAPORE	Kaying	Brit.	Butterfield & Swire	On 28th inst., Noon
SWATOW & BANGKOK	Haifoong	Brit.	Douglas Lapraik & Co.	On 26th inst., 9 a.m.
SWATOW, AMOY & FOOCHOW	Haihong	Jap.	Douglas Lapraik & Co.	On 25th inst., 12 Noon
SWATOW, AMOY & FOOCHOW	President Wilson	Am.	Pacific Mail S.S. Co.	On 26th inst., Noon
MANILA	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 30th inst., 5 p.m.
MANILA	Ynensang	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst., 11 a.m.
MANILA	Presidt. Madison	Am.	Admiral Oriental Line	On 2nd Nov.
MANILA	C. Lopez y Lopez	Span.	Botelho Bros.	On 29th inst.
MANILA, SINGAPORE, COLOMBO, &c.	West Jester	Brit.	Struthers & Barry	On 14th Nov.
MANILA, CEBU & ZAMBOANGA				

WEATHER REPORT.

October 23rd at 11.45.—Pressure has decreased moderately at Tourane. It has increased slightly over Borneo, and is nearly stationary over the Philippines Kwangtung and Tongking, and has decreased slightly at other reporting stations.

Gradients are steep over the N.W. portion of the China Sea.

The anticyclone is spreading eastward.

A depression is shown to the south of Tourane it is probably filling up.

Manila Warning 22nd at 18.30:—Typhoon in Lat. 11 deg. N. Long. 113 deg. E., moving W.N.W. Recd. 22d. 19h. 20m.

Hongkong rainfall for the 24 hours ending at 18 hours, Oct. 23rd 0.00 inch. Total since January 1st, 97.86 inches, against an average of 79.93 inches.

The forecast for the 24 hours ending at 18 hours, Oct. 24th is as follows:—

DISTRICT	FORECAST
Formosa Channel	...N.E. winds, strong.
Hongkong to Gap Rock	N.E. winds, fresh; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	30.00	30.01	29.96
Temperature ...	81	69	76
Humidity ...	59	62	54
Wind Direction...	N	NE	NNE
„ Force ...	2	5	4
Weather	O	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 23rd ... 81
Lowest open-air Temperature on 23nd ... 69

HONGKONG TIDE TABLE.

From Oct. 24th to 30th, 1924.

Days of Week.	Days of Month.	High Water. H'kong. Standard Time.	High Water. Height.	Low Water. H'kong. Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft.
Fri.	24	m 5 40	6 5	0 48 a	2 6
		7 21 a	5 9		
Satur.	25	m 6 38	6 7	m 0 44	4 2
		7 41 a	6 3	1 23 a	2 5
Sun.	26	m 7 29	6 9	m 1 29	3 5
		8 8 a	6 8	1 56 a	2 5
Mon.	27	m 8 19	7 0	m 2 13	2 6
		8 38 a	7 2	2 28 a	2 6
Tues.	28	m 9 8	6 9	m 2 56	2 8
		9 9 a	7 6	3 1 a	2 8
Wed.	29	m 9 56	6 6	m 3 40	1 8
		9 41 a	7 9	3 35 a	3 2
Thur.	30	m 10 45	6 3	m 4 27	1 5
		10 16 a	8 1	4 10 a	3 4

SHIPPING MOVEMENTS.

The E. & A. Co. s.s. *St. Albans* left Moji for this port on the afternoon of the 22nd inst., and is due at Hongkong on the morning of the 27th.

The Ben Line s.s. *Benalder*, from Leith, Middlesbro', Antwerp and London, left Singapore for this port on the 22nd inst., and may be expected to arrive here on the 28th.

The R.M.S. *Empress of Canada*, Capt. S. Robinson, C.B.E., R.D., R.N.R., Commander, will sail hence for Manila, P.I., at 5 p.m. on Thursday, October 30th.

CANADIAN PACIFIC

IMPORTANT ANNOUNCEMENT.

THE

"EMPRESS OF CANADA"

Will Sail from HONGKONG for MANILA

5 P.M., THURSDAY, OCTOBER 30th, 1924

And from HONGKONG to VANCOUVER

(Via Shanghai, Kobe, Yokohama & Victoria)

DAYLIGHT, FRIDAY, NOVEMBER 7th, 1924.

HOLLAND-EAST ASIA LINE

of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hongkong, Manila, Singapore
and
Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OOSTKERK" ... ... 31st October
s.s. "SCHIEDIJK" ... ... End of November

ARRIVALS FROM EUROPE:

s.s. "OUDERKERK" ... ... 18th November
s.s. "OLDEKERK" ... ... 16th December

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,
Agents.

Telephone Central No. 1574. York Building.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

HONGKONG TO SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT WILSON" ... ... Wednesday, November 5th, at 10 a.m.
S.S. "PRESIDENT LINCOLN" ... ... Wednesday, November 19th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT WILSON" ... ... Sunday, October 26th, at Noon.
S.S. "PRESIDENT LINCOLN" ... ... Sunday, November 9th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1ST FLOOR, QUEEN'S BUILDING, HONGKONG.

Cable Address: "ROLANO." Tel. Central 141, 2332. Canton Agents: HOLYOAK MASSEY & CO., LTD.

NYK

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
SHIDZUOKA MARU ... Tuesday, 4th Nov., at 11a.m
YOKOHAMA MARU ... Sunday, 23rd Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
KASHIMA MARU ... Wednesday, 5th Nov., at 11 a.m.
HAKONE MARU ... Wednesday, 19th Nov., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
MATSUMOTO MARU ... Friday, 5th Dec.

LIVERPOOL via ADEN & MARSEILLES.
TAJIMA MARU (Calls Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila Ports.
MISHIMA MARU ... Friday, 21st Nov., at 11 a.m.
TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
TSUYAMA MARU ... Monday, 3rd Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU (Calls Port E. & Delagoa B.) ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.
MORIOKA MARU ... Wednesday, 29th Oct.
CEYLON MARU ... Monday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU ... Friday, 31st Oct.
NAGATO MARU ... Wednesday, 12th Nov

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 13th Nov.

SHANGHAI, KOBE & YOKOHAMA.
TOYOHASHI MARU ... Saturday, 25th Oct.
SADO MARU (Omit Shanghai) ... Monday, 3rd Nov.
FUSHIMI MARU ... Tuesday, 4th Nov.
HAKOZAKI MARU ... Tuesday, 18th Nov.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

NORDDEUTSCHER LLOYD BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS: *Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.	Arrival at Hongkong and Sailings for: SHANGHAI and JAPAN.	Sailings from Hongkong to: GENOA, ANTWERP, ROTTERDAM, HAMBURG, and BREMEN via Manila, Singapore, Belawan, Colombo and Port Said.
"ELBERFELD" ...	—	25th November
*"COBLENZ" ...	10th November	13th December
"PFALZ" ...	11th December	17th January, 1925
*"DERFFLINGER" ...	3rd January, 1925	4th February „
*"FULDA" ...	2nd February, „	8th March „
*"TRIER" ...	1st March „	5th April „
*"SAARBRUECKEN"	29th March „	2nd May „
*"COBLENZ" ...	26th April „	1st June „

For Freight and Passage, please apply to—

MELCHERS & CO.,
AGENTS,
HONGKONG.

Telephone C. 4557.
2, QUEEN'S BUILDING, CHATER ROAD.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF GLASGOW" ..... 5th Nov.....Mars., L'don., A'werp., B'dam. & Hamburg

PASSENGER SERVICE.

* "CITY OF LAHORE" .....26th Oct.....Shanghai and Japan.
* "CITY OF LAHORE" .....4th Dec..... Marseilles, London, etc.
† "CITY OF KARACHI" .....29th Jan..... Do.
* "CITY OF BARODA" .....1st March..... Do.
† "TRAFFORD HALL" .....11th April..... Do.

* "A" Class. † "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A"...£98. "B"...£84. | SINGLE 2nd Class "A"...£62. "B"...£56;
Cargo Steamers, Saloon Passage—£68.

For further particulars, apply to—
THE BANK LINE, LTD.
to (Tel. Central 790).
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "KOSMO"	... ...	...via Suez Canal	... ... 31st Oct.
s.s. "CALCHAS"	... ...	...via Suez Canal	... ... 10th Nov.
s.s. "AJAX"	... ...	via Suez Canal	... ... 21st Nov.
s.s. "KATHLAMBA"	... ...	...via Suez Canal	... ... 1st Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	—	—	26th Oct.
PORTHOS	—	—	9th Nov.
AMAZONE	25th Sept.	27th Oct.	23rd Nov.
ANGKOR	9th Oct.	10th Nov.	7th Dec.
ANGERS	23rd Oct.	24th Nov.	21st Dec.
PAUL LECAT ...	6th Nov.	8th Dec.	4th Jan., 1925

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ,, ...£ 68. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd ,, ...£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about —
s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of October.
Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ...	Capt. A. H. Stewart	Sunday,	26th Oct., at 9 a.m.
HAIFOONG ...	Capt. W. S. Turnbull	Tuesday,	28th Oct., at 12 Noon
HAI-NING ...	Capt. W. C. Passmore	Thursday,	30th Oct., at 5 p.m.
HAIHONG ...	Capt. Ellis Walker	Tuesday,	2nd Nov., at 9 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

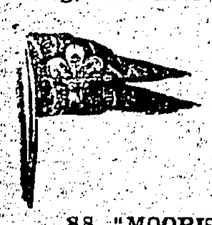
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers. [3

PRINCE LINE FAR EAST SERVICE

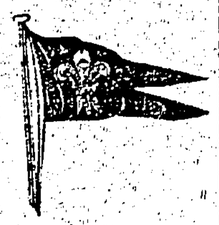
Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK



S.S. "MOORISH PRINCE" ... ... 20th November.
S.S. "CELTIC PRINCE" ... ... 1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
Telephone: Central 3165, (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [31

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,813	29th Oct., Noon	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,005	1st Nov., Noon	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	Marseilles & London
"SARDINIA"	6,684	26th Nov.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	29th Nov.	Mars., London & Antwerp
"MANTUA"	10,902	13th Dec.	Marseilles & London
"SOUDAN"	6,696	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,135	27th Dec.	Marseilles, L'don. & A'werp.
		1925	
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	31st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,684	18th Feb.	S'pore., Penang, Colombo & B'bay
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,696	18th Mar.	S'pore., Penang, Colombo & B'bay
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMALA"	9,098	18th Apr.	Mars., L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,948	30th Oct.	Singapore, Penang & Calcutta
"TALMA"	10,000	12th Nov.	do.
"TILAWA"	10,000	27th Nov.	do.
"TAIREA"	8,500	7th Dec.	do.
"TAKLIWA"	8,500	18th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	26th Nov.	
"ARAFURA"	6,000	31st Dec.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	25th Oct.	Amoy, Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	Moji & Kobe.
"EASTERN"	4,000	1st Nov.	do.
"SARDINIA"	6,684	1st Nov.	Shanghai, Moji & Kobe.
"TILAWA"	10,000	8th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"TAIREA"	8,500	18th Nov.	Kobe
"KHIVA"	9,135	29th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	29th Nov.	do.
"TAKLIWA"	8,500	2nd Dec.	Kobe only.
"ARAFURA"	6,000	8th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"TAKADA"	6,449	15th Dec.	Moji & Kobe.
"KALYAN"	9,118	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	27th Dec.	do.
		1925.	
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	9,005	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMALA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"KHIVA"	9,135	17th Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG Agents.

Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners. General Coal Merchants.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG,
SAILING FROM HONGKONG,
For CANTON
For HAIPHONG via Holhow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office: No. 37, Bonham Strand West. Tel. Central No. 155.
S. MITARAI, Agent. Top Floor, King's Building. Tel. Central Nos. 140 & 4487

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	
SHANGHAI & TSINGTAO ...	"LUCHOW"	... On 28th Oct.,	Noon.
SHANGHAI & NEWCHWANG ...	"TIENTSIN"	... On 25th Oct,	4 p.m.
AMOY, SWATOW & SINGAPORE...	"KIANGSU"	... On 26th Oct.,	Noon.
SWATOW & SHANGHAI ...	"SHANTUNG"	... On 28th Oct.,	Noon.
AMOY & SHANGHAI	"SUNNING"	... On 28th Oct.,	D.L.
SWATOW & BANGKOK ...	"KAYING"	... On 28th Oct.,	Noon.
WAIHAIWAI, CHEFOO & TIENTSIN	"KANGHOW"	... On 29th Oct.,	4 p.m.
HOIHOW & SINGAPORE ...	"CHINHUA"	... On 30th Oct.,	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Oct.,	10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	... On 30th Oct.,	Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	... On 1st Nov.,	Noon.
SWATOW & SINGAPORE ...	"KWEIYANG"	... On 5th Nov.,	Noon.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 38. Agents.
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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer.	Due Hongkong	Sails for Moji, Kobe, Osaka & Yokohama
"KUT" ...	—	26th Oct., D.L.
Steamer	**Due Hongkong**	**Sails for Manila, Port Banga Thursday Is. Rabaul & Aus. Ports from H'kong.**
"CHANGSHA" ...	1st November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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DODWELL & CO., LTD.

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FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACRE CASTLE" ... ... Sails 12th November.
S.S. "EGREMONT CASTLE" ... ... Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO, GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "DUCHESSA D'AOSTA" ... ... Sails about 1st November.
S.S. "NIPPON" ... ... Sails about 22nd November.
S.S. "ROSANDRA" ... ... Sails about 2nd December.
S.S. "NUMIDIA" ... ... Sails about 22nd December
S.S. "VENEZIA" ... ... Sails about 1st Jan., 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... ... Sails about 6th November.
S.S. "DUCHESSA D'AOSTA" ... ... Sails about 6th December.
S.S. "NIPPON" ... ... Sails about 2nd Jan., 1925.
S.S. "ROSANDRA" ... ... Sails about 7th Jan., "
S.S. "NUMIDIA" ... ... Sails about 2nd Feb., "
S.S. "VENEZIA" ... ... Sails about 7th Feb., "

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... Sails about 1st December.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

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STRUTHERS & BARRY

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REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.
(22 days to San Francisco. 28 days to Los Angeles).

U.S.S.B. "WEST CARMONA" ... ... Due Hongkong 28th Oct.
Leave Hongkong 29th Oct.
U.S.S.B. "WEST IVAN" ... ... Due Hongkong 11th Nov.
Leave Hongkong 12th Nov.

Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST JESTER" ... ... Due Hongkong 12th Nov.
Leave Hongkong 14th Nov.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "WEST FARALON" ... ... Due Hongkong 28th Nov.
Leave Hongkong 29th Nov.

Through Bills of Lading issued to all Ports not served.

FOR FULL INFORMATION, APPLY TO
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
STRUTHERS AND BARRY, 1st Floor, Queen's Building. Phone No. Central 3003
G. F. BRAUFORD, Res. Agent. [129

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Europe via Negapatam (Letters only, London 25th Sept.)	*Talma*	24th Oct.
Shanghai and Europe via Siberia (London, 26th Sept.)	*Dardanus*	24th Oct.
Australia	*Kut*	25th Oct.
Europe via Negapatam (Papers only, London, 25th Sept.)	*Lyons Maru* ...	25th Oct.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Wilson* ...	25th Oct.
Java	*Tjikarang* ...	26th Oct.
Shanghai	*Sun Ning*	26th Oct.
Japan	*St. Albans*	27th Oct.
Saigon	*Anwsona*	27th Oct.
Manila	*Pres. Grant*	28th Oct.
Canada, U.S.A., Japan and Shanghai	*Emp. of Canada* ...	29th Oct.
Australia & Manila	*Eastern*	31st Oct.
U.S.A., Canada, Japan & Shanghai	*Pres. Madison* ...	31st Oct.
Straits	*Fushimi Maru* ...	3rd Nov.
Manila	*Empr. of Canada* ...	3rd Nov.
Japan	*Kashima Maru* ...	4th Nov.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Adams*	10th Nov.
Australia & Manila	*Tango Maru*	12th Nov.
Japan	*Mishima Maru* ...	20th Nov.

OUTWARD MAILS.

For	Per	Date.	
Swatow and Amoy	*Tsikini* ...	Friday, 24th,	8.30 A M
Java via Sourabaya	*Tjikarang* ...		10.30 A M
Samshui and Wuchow	*Taiming*		4.00 P M
Haiphong	*Ekstrand* ...		5.00 P M
Manila	*Yuensang* ...	Saturday, 25th,	9.30 A M
Straits and Egypt	*Dardanus* ...		10.00 A M
Shanghai	*Luchow* ...		10.00 A M
Cebu	*Talthybius* ...		2.00 P M
Shanghai	*Tientsin* ...		2.00 P M
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 26th Nov.—Ships sails on Sunday, 26th inst. at 4 p.m.	*Chantilly* ...	Registration Letters	4.15 PM 5.00 P M
Swatow, Amoy & Foochow	*Haicheng*		5.00 P M
Hoihow and Haiphong	*Leesang*		5.00 P M
Japan	*Kut*		5.00 P M
Fort Bayard, Pakhoi and *Haiphong	*Hanoi*		5.00 P M
Swatow, *Amoy and Formosa	*Amakusa Maru* ...	Sunday, 26th,	9.00 A M
Amoy	*Kiangya* ...		9.00 A M
*Swatow & Bangkok	*Chaksang*	Monday, 27th,	10.30 A M
Swatow	*Taksang*		5.00 P M
Swatow, Amoy and Foochow	*Haifong*	Thursday, 28th,	10.30 A M
*Manila and Parcels only for Germany via Hamburg	*Olivia*	Wednesday, 29th,	8.00 A M
Straits, Ceylon, India, Mauritius, E. and S. Africa.	*Sicilia*		10.15 A M
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 11th Nov.	*St. Albans* ...	Parcels, Registration Letters	Noon 1.30 P M 2.15 P M
Shanghai, Japan, Canada, U.S.A., Central & South America and *Europe via Victoria, B.C.—due Victoria, B.C., 18th Nov.	*Prov. Grant* ...	Parcels, 29th, Thursday, 30th, Registration Letters ...	5.00 P M 8.00 A M 8.15 A M
Shanghai, Japan and Honolulu	*Korea Maru* ...		10.00 A M
Manila	*Emp. of Canada*		3.15 P M
Swatow, Aneyland Foochow	*Hai Ning* ...		3.30 P M
Straits, Ceylon, India, Mauritius, *E. and S. Africa, Egypt and Europe via Marseilles—due Marseilles, 29th Nov.	*Kashgar* ...	NOVEMBER Parcels, 31st, Oct. Saturday, 1st, Reg. Letters	5.00 P M Nov. 9.15 A M 10.00 A M
Straits and Calcutta	*Laisang*		1.00 P M
Amoy	*Suisang* ...		1.30 P M
Swatow, Amoy and Foochow	*Hai Hong* ...		5.00 P M
Manila	*Fres. Madison* ...	Sunday, 2nd,	9.00 A M
Japan	*Fushimi Maru* ...	Tuesday, 4th,	10.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via Aden—due Marseilles, 5th Dec. ...	*Kashima Maru* ...	Wednesday, 5th, Registration Letters	8.30 A M 9.15 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT)

DARDANUS ...25TH OCT. London, Rotterdam & Hamburg
THESEUS ... 3RD NOV. London, Rotterdam & Hamburg
MENTOR ...17TH NOV. Marseilles, London, Rotterdam & Hamburg
LYCAON ...24TH OCT. London, Rotterdam & Hamburg
* Calls at Oran.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

KEEMUN ... 3RD NOV. Genoa, Havre, Liverpool & Glasgow
NINGCHOW ...17TH NOV. Genoa, Marseilles, Liverpool & Glasgow
DEMODOCUS .... 1ST DEC. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

TALTHYBIUS ... 8TH NOV. Victoria, Seattle & Vancouver
PROTESILAUS...29TH NOV. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

CALCHAS ...10TH NOV. Boston, New York, Baltimore via Suez
AJAX ...21ST NOV. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

HECTOR ...10TH NOV. Shanghai
MENTOR ...17TH NOV. Singapore, Marseilles & London
HECTOR ...16TH DEC. Singapore, Marseilles & London
TEIRESIAS ...29TH DEC. Singapore, Marseilles & London
SARPEDON ...27TH JAN. Singapore, Marseilles & London
PATROCLUS ...10TH MAR. Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR RATES OF FREIGHT AND PASSAGE RATES AND ALL INFORMATION, APPLY TO
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COMMERCIAL.

OPENING QUOTATIONS.

October 23rd, 1924.

On London.—	
Telegraphic Transfer ...	2/5
Bank Bills, on demand ...	2/5 1/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	2/5⅛
Credits, at 4 months' sight ...	2/5⅛
Documentary Bills, 4 months' sight	2/6
On Paris.—	
Bank Bills, on demand ...	1.03⅝
Credits, 4 months sight ...	1.13⅜
On New York.—	
Bank Bills, on demand ...	53⅜
Credits, at 30 days' sight ...	53⅛
On Bombay.—	
Telegraphic Transfer ...	160⅛
Bank Bills, on demand ...	
On Calcutta.—	
Telegraphic Transfer ...	160⅛
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand	140⅛
On Manila.—On demand ...	107⅛
On Singapore.—On demand ...	103⅛
On Batavia.—On demand ...	140⅛
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	—
On Bangkok.—On demand ...	76⅛
Sovereign, Bank's Buying rate	$ 8.06
Gold Leaf, 100 fine, per tael	47.40
Bar Silver, per oz.	35 5/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	...$20,000,000

Court of Directors:
W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.
London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 2nd September, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.
Hongkong, 2nd September, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, April 8th 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1898.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,960,000

Head Office:—Taipeh Formosa.
Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Formosa:—Giran Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiou, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.
London Bankers:
London Counties Westminster and Parr's Bank
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.
Z YAMAMOTO
Manager.
Hongkong Branch,
4, Des Voeux Road.
Hongkong, 28th June, 1924

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.
Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
N. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hancil	Pondicherry.	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 9th March, 1924 [23

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.
Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months	at the rate of 3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.
Hongkong, March 18th, 1924. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 74,500,000

Head Office: Yokohama.
Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at to be obtained on application.
T. NISHIYAMA, Manager.
Hongkong, 24th July, 1924. [29

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(Netherlands Trading Society.)
BANK.
Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,671
Reserve Fund	23,045,032 (£1,870,419
Special Reserves	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.
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J. J. STAARGAARD,
Acting Agent.

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	9,529,425.24

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.
TSUYEE PEI,
Manager.
Hongkong, September 8th, 1921. [38

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